

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE		PAGE 1 OF 33 PAGES		
2. AMENDMENT/MODIFICATION NO. 0002		3. EFFECTIVE DATE April 10, 2001		4. REQUISITION/PURCHASE REQ. NO.		5. PROJECT NO. (If applicable)	
6. ISSUED BY CODE		SP0600		7. ADMINISTERED BY (If other than Item 6)		CODE	
Attn: Brenda Hall/DESC-FPB/Suite 2945 Defense Energy Support Center 8725 John J. Kingman Rd. Ft. Belvoir, VA 22060-6222 Ph: 703-767-9342 Fax: 703-767-9338							
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code)				(X) 9A. AMENDMENT OF SOLICITATION NO. SP0600-01-R-0034			
				X 9B. DATED (SEE ITEM 11) February 21, 2001			
				10A. MODIFICATION OF CONTRACT/ORDER NO.			
				10B. DATED (SEE ITEM 13)			
CODE		FACILITY CODE					

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☒ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☒ is extended, ☐ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data (If required)

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

(X) A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
D. OTHER (Specify type of modification and authority)

F IMPORTANT: Contractor ☐ is not, ☐ is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

The closing date under referenced solicitation the has been revised until April 20, 2001, 3:00 PM local Alexandria, VA time.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA BY	16C. DATE SIGNED
(Signature of person authorized to sign)		(Signature of Contracting Officer)	

NSN 7540-01-152-9070

PREVIOUS EDITION UNUSABLE

PerFORM (DLA)

STANDARD FORM 30 (REV. 10-83)
Prescribed by GSA
FAR (48 CFR) 53.243

A. The following questions and answers are in response to referenced solicitation:

1. What has been the amount of augmentation used for each of the last three years?

Answer: We do not have the last three years but the estimated augmentation hours for last year were 2,700; however; this category has no bearing on the fixed costs. This category is paid by the NAS as referenced in **B30.01, SCHEDULE OF PAYMENTS**.

2. Can you provide any statistics on hourly demand for aircraft refueling to help us with staffing estimates?

Answer: See **Exhibit 5, Truck/Pit Workload Data, Page E5-1** regarding workload requirements.

3. Will the government correct any shortcomings in fixed facilities encountered by 8000-gallon tractor-trailers -- turning radius, width, height, etc.

Answer: Based on the layout of the facility, we know of no physical limitation that would affect the movement of 8000-gallon units. If referring to the physical layout of the refueler maintenance facility, no changes are planned.

4. **Section C-2.3.2**, first sentence, the 300 GPM pipeline receiving rate appears to be excessively low. Would you please confirm this figure?

Answer: As stated during the site visit of 28 Mar 01, the receipt rate for NAS Fallon is in fact 300 GPM.

5. **Section C-1.8** and **Figure 1** states the fuel farm hours are 0000-2400 hours Mon-Fri. Figure 1 lists the normal duty hours as 0730-2330 Mon-Fri. Which hours are correct?

Answer: See changes to **Section C-1.8** and note that **Figure 1** should reflect the operating hours for the various fuels operations and could be different from the airfield hours.

6. **Section C-3.2.6** states "Utility Vehicles" must be replaced every four (4) years with new vehicles. It would be to everyone's advantaged to do this every five (5) years.

Answer: The PWS has been changed to indicate every five (5) years.

7. What is the intent of **Appendix H** to Section C which is included with the download but which does not appear in the Table of Contents for Section C?

Answer. **Appendix H** is a formal task to provide the COR with historical data regarding workload factors that cannot be (easily) extracted from FAS. The intent is collect workload data month to month versus at the end of a contract. See change made to **Section C-2.9**.

8. Could you please expand upon **Section C-3.2.7**? Are there Mobile/Prefabricated Building(s) that must be contractor furnished? And if so, why would contractor furnished resources be covered by a task order under **Section 4.0**?

Answer. No mobile/prefabricated building(s) are required under this contract. See change made to the PWS, **Section C-3.2.7**. However, should contractor furnished buildings of any kind be required, the contractor would be "tasked" under **Section C-4.0** to provided them.

9. **Section C-3.2.2.6** requires that refuelers be capable of defueling at 50 GPM. **Section C-3.2.3.2.7** requires defuel trucks to be capable of defueling at 100 GPM. Is it the governments specific intent to require a defuel capability over and above that available from the refuelers or can the refuelers accommodate defuel requirements?

Answer. No change has been made to **Section C-3.2.2.6**; however, the section regarding a stand-alone defueler, **Section C-3.2.3** and the source of conflict, has been deleted.

10. Paragraph L2.31 states, "offers for less than the entire four-year contract period will not be considered". I suspect this is a boilerplate oversight and the words "four-year" should be deleted or replaced.

Answer: **Clause L2.31** was corrected under amendment 0001.

11. We interpret the term "new" as used in the first sentence of **Section C-3.2.1** to mean equipment recently manufactured and not previously used in active service. Prime movers would typically have less than 100 miles on odometers. In short, "brand new". However, we see other potential definitions that may obscure a common understanding of the solicitations requirements. To ensure that all offerors are on common ground, would you please clarify or define "new"?

Answer: Concur with the "recently manufactured, not previously used in active service, less than 100 miles on the odometer" definition. The intent is for any contractor to provide "brand new" rolling stock, trucks, tractors, refuelers, defuelers, pickups, etc.

12. **Section C-2.2.2** states that the truck dispatched must arrive at the aircraft within 20 minutes. Due to the distance to the transit ramp and hot pit # 9 what will be the response time for these locations?

Answer: **Section C-2.2.2** has been changed to allow for a 30-minute response time to the transient ramp. The contractor will not have to respond to any request regarding Hot Pit #9 as pit refueling will be handled by the deployed CAG.

13. How many Carrier Air Group (CAG) operations occur each year?

Answer: As stated during the on site visit of 28 Mar 01, 3 or 4 CAG operations per year are planned. CAG operations should not be simultaneous but may be back to back.

14. **Section C-3.2.2.1** refers to using MC306 tanks and other used components. However, at the site visit it was made clear that all trucks, tanks, and other components must be new. Please confirm that we must use all new.

Answer: The PWS has been amended to exclude all reference to MC 306 specifications.

15. **Section C-3.2.2.5.1**. Is vapor recovery required on the refuelers, defuelers, and ground product trucks?

Answer: No, not in the State of Nevada.

16. **Section C-3.2.2.7.2** states that 300 GPM through a 2" 50 ft. hose and other pump components is not good practice at acceptable system pressures. Would not 235-240 GPM be more realistic?

Answer: Truck manufactures indicate they can and are currently building refuelers capable of issuing 300 GPM at the meter through a 2" X 50 hose, a hose end pressure regulator, and standard single point nozzle.

17. **Section C-3.2.2.13.** If you can't hang the hose from the tank or the frame where can you put it?

Answer: Reels or troughs can be installed. The aim is to eliminate hooks over which hoses are thrown and become crimped.

18. **Section C-3.2.3.27.** I understand that the defueling rate for the defuel truck has been changed to 0 to 50 GPM. Is this correct?

Answer: Note that **Section C-3.2.2.6, Defueling** is unchanged and that **Section C-3.2.3, Defuel Truck, General**, the section in question, has been deleted. The required defuel rate is 0-50 GPM.

Note: The requirement for a stand-alone defueler, **Section C-3.2.3**, has been deleted. To resolve the occasional requirement for the delivery of jet fuel to an off station location, a 2000-gallon refueler capable of defueling has been added and the specifications applicable to that size unit identified.

B. Clause I209.02, EXTENSION PROVISION is deleted in its entirety:

C. The following clause revisions are made:

All references to the performance period October 1, 2001 through September 30, 2005 are corrected to read October 1, 2001 through September 30, 2006 and the option period should read: October 1, 2006 through September 30, 2011.

B30, SERVICES TO BE FURNISHED:

Line item 0006 is revised from \$5000/year to \$50,000/year.

Line item 0007, delete all references to "Estimated Hours".

B30.01, SCHEDULE OF PAYMENTS (AARD), first sentence, delete "with the exception of Line Item 0001(2)" and delete second sentence in its entirety.

E29, INITIAL ON-STATION INSPECTION (AARD), delete paragraph (d).

D. Contractor may be required to pay state taxes on contractor operated fuel facilities. These state taxes will be reimbursed to the contractor on a cost reimbursable basis.

CONTRACT CHANGES
Performance Work Statement (PWS)
SP0600-01-R-0034/Amend. 0002

Table of Appendix, Page ii. Make a pen & ink change to add, “Appendix H, Monthly Workload Summary.”

Table of Exhibits, Page ii. Make a pen & ink change to add, “Exhibit 5, Truck/Pit Workload Data.”

Section C-1.8, Normal Workday Operations, Page 4. Airfield operating hours versus fuel contractor manning hours have been clarified.

Section C-1.11, Additional Personnel Requirements, Page 7. The position of and duty description for a Fuel Distribution System Mechanic (FDSM) has been added. A repaginated **Page 8** is included.

Section C-2.2.2, Aircraft Fuel Servicing Operations, Page 10. The response time for fuel services at the transient area has been extended to 30 minutes.

Section C-2.4, Service Station Operations, Page 14. Time and manning requirements for the manual operation of the service station have been clarified.

Section C-2.9, Inventory and Accounting, Page 18. The requirement for the submission of Appendix H, Monthly Workload Summary, has been identified.

Section C-3.2, Vehicles, Page 30 has been changed to indicate that all vehicles furnished by the Contractor shall be new.

Section C-3.2.2, Refuelers, General, Page 32 and all sub-section thereto have been changed to delete all reference to MC 306 truck specifications.

Section C-3.2.2.1.1, Cargo Tank Capacity, Page 33 has been changed to show that at least one 2000-gallon unit will be provided by the Contractor.

Section C-3.2.2.2, Tank Venting, Page 33 has been changed to show that the vent capacity of the 2000-gallon unit will be 100 GPM.

Section C-3.2.2.5.1, Bottom Loading, Page 34 has been changed to show that the bottom loading capacity of the 2000-gallon unit will be 100 GPM.

Section C-3.2.2.7, Pumping System and **Section C-3.2.2.7.3, Performance, Page 35** has been changed to show that the pumping rate of the 2000-gallon unit will be 0-35 GPM via the 1.5” X 50’ overwing hose and 0-100 GPM by the 1.5” X 50’ single point hose.

Section C-3.2.2.8, Filter Separator, Page 36 has been change to show the filter separator for the 2000-gallon unit will be rated at 100 GPM.

Section C-3.2.2.12, Hoses, Page 37 has been changed to show that the underwing hose of the 2000-gallon unit will be a 1.5” X 50’ hose.

Section C-3.2.2.23.1, Alignment of Stencils, Page 38 has been changed to show that small stencils can be used on the 2000-gallon unit.

Section C-3.2.3, Defueler Truck, General, Page 39 has been deleted. See **Section C-3.2.2, Refuelers, General, Page 32**.

Section C-3.2.4, Ground Fuel Trucks, Page 41 and all sub-section thereto have been changed to delete all reference to MC 306 truck specifications.

Section C-3.2.6, Utility Vehicles, Page 43 has been changed to show that the Contractor shall replace utility vehicles every five (5) years.

Section C-3.2.7, Mobile/Prefabricated Building(s), Page 44 has been changed to show no mobile/prefabricated buildings are required.

Section C-4.3, Augmentation, Page 48 has been changed to show that the COR is the agent authorized to approve augmentation.

Appendix G, Quality Surveillance Program, Page 63-68. Table/Section references have been realigned.

Pages 69 through 75 have been repaginated.

Exhibit 4a, Fuel Services Workload Data for Fiscal Year 2001, Page E4a-1 has been added on show workload data through March 2001.

Exhibit 5, Truck/Pit Workload Data, Page E5-1, a breakdown of weekday and weekend workload in four (4) increments by month, has been added.

C-1.6 Planning Information

Based on historical workload data, the Contractor should plan to issue approximately **2,400,000** gallons of product by truck to **2,100** aircraft per month at NAS Fallon. Additional workload information for specific fuel operations, i.e., receipts, ground fuel operations, and other workload factors can be found in the figures and tables of [Section C-2.0](#) and exhibits to this PWS (**All reference to direct refueling or hot pit issues is provided for information only**). It is historic workload information provided to serve as the workload baseline. Based on the data provided, it is the Contractor's responsibility to adjust personnel and equipment to meet seasonal workloads, exercise requirements, and other workload variances that may affect fuel operations at NAS Fallon over the short term. As an aid to planning, the Government will provide the Contractor correspondence and message traffic regarding training, exercises, and the deployment of aircraft to and from NAS Fallon.

Discussions with Fuels Management regarding the current and future mission of NAS Fallon indicate there are no known or anticipated changes to the mission or flight operations. This outlook does not however preclude fundamental changes in mission, flight-training schedules, and assigned units as may be undertaken by the Navy. The Contractor will be notified as the requirement for changes are made known and contract adjustments are deemed appropriate.

C-1.7 Personnel Staffing Objectives

The Contractor shall provide sufficient staffing to accomplish all petroleum and cryogenic receipt, storage, and issue operations and other tasks identified in [Section C-2.0](#). The Contractor's staffing objectives shall be flexible and capable of meeting the demands of multiple aircraft servicing operations via mobile refuelers, direct refueling system, or a combination of both to provide hot or cold refueling. In addition, bulk fuel storage and distribution operations, cryogenics operations, quality surveillance of petroleum products, and other related services must be provided. However, the Contractor shall not schedule drivers to work in excess of the rules established by 49 CFR Part 395, Hours of Service of Drivers.

C-1.8 Normal Workday Operations

Normal airfield operating hours for NAS Fallon may vary, depending on flight schedules, within the 0700 to 2300 hour range Monday through Friday and are set at 0800 to 1800 hours Saturdays and Sundays. The airfield is normally closed holidays. However, the Contractor shall man as depicted in [Figure 1](#). The Contractor shall provide aircraft fuel services support for the aforementioned hours within the response times established in [Section C-2.2.2](#). In addition, the Contractor shall maintain the capability to provide fuel support and respond to servicing demands anytime, 24 hours per day, 365 days per year. Offers shall include all labor associated with these operations in the price for the appropriate Contract Line Item Number (CLIN). Work that is considered outside of normal operations, i.e., the servicing of aircraft outside normal duty hours deemed necessary by the local command, unscheduled exercises, or real time contingencies will be reimbursable as outlined in [Section C-4.3](#). The Government will reimburse the contractor only for approved augmentation worked by "service employees." Essential personnel as listed in [Section C-1.10](#) are a part of the Contractor's Management Team and shall not be considered "service employees" as defined by Section I, Clause I100, Service Contract Act of 1965, as amended.

NOTE

As used above, "maintain the capability," should not be construed to mean or imply a requirement for full time staffing outside normal duty hours.

Figure 1 lists the functions to be performed by the Contractor and the hours they shall be manned. Tasks associated with a given function, tank truck receipts at storage for example, will normally be accomplished within the hours specified. Empty cells indicate that a function is not normally manned for the days indicated by the column heading.

All drivers shall possess a State of Nevada Commercial Driver's License (CDL) with hazardous cargo endorsement as outlined by the State of Nevada motor vehicle operating laws, regulations, and code and shall be/remain in compliance with all such requirements for the duration of their employment under this contract. Driver records appropriate to the class of license an employee holds, i.e., individual Department of Motor Vehicle (DMV) driving record, and a current record of physical examination or certification shall be maintained by the Contractor and made available for review by the COR on request. The Contractor shall ensure that all drivers' records are kept current throughout the term of the contract.

The tasks outlined in [Section C-2.0](#) may require special skills, training, or certifications. The Contractor shall evaluate task requirements and provide qualified personnel to complete such tasks in accordance with all applicable laws and regulations.

Fuel Distribution Systems Operator (FDSO): FDS operators shall be qualified to receive, handle, and issue a wide range of petroleum products and complete the accounting and administrative functions related thereto. He/she shall have practical experience in all facets of fuel distribution systems to include, pipeline systems, storage tanks, pumps, valves, fuel monitors and filters, truck fill stands, used oil storage and disposal facilities, and service station facilities (manual and automated). He/she shall be able to convert gauge and temperature readings to quantities of products and shall be able to perform quality assurance functions. He/she shall be able to correlate pressures, temperatures and quantities as read from various gauges and meters normally found at a fuel facility. Operators shall have a basic understanding of written description and instructions pertaining to facility operations, shall be able to implement cyclic maintenance programs and safety programs relating to all aspects of facility operation and shall have demonstrated expertise in spill cleanup procedures, prevention and control measures, related equipment operation and maintenance. Operators shall have experience in inspecting trucks and other modes of conveyance and be capable of various types of petroleum sampling of storage tanks, trucks, fillstands, etc. Hazardous waste handlers shall be "certified" as required by Federal, State or local laws and Navy/base regulations as applicable. The FDSO will assist the FDSM to perform fuel system maintenance as necessary.

Fuel Distribution Systems Mechanic (FDSM): The Fuel Distribution System Mechanic shall have a minimum of five years experience be qualified to maintaining fuel distribution systems such as fuel storage tank and pipeline systems, direct refueling pump, filter, and flow control systems, and other facility manifolds and components. He or she shall be capable of detecting and correcting system component malfunctions, misalignments, leaks, and other adjustment issues and performing scheduled and unscheduled fuel system maintenance within the scope of this contract. The FDSM shall be capable of removing, repairing and replacing system components, have a basic knowledge of automatic tank components and gauging systems, high/low level alarms and cathodic protection systems. The FDSM shall also be capable of performing all the duties of the FDSO.

Laboratory Technician: The laboratory technician shall have experience in conducting visual and Type C laboratory analysis of petroleum products. This experience shall include knowledge of the properties; characteristics and specifications of petroleum products, the sampling of petroleum systems from receipt to issue points, the operation, maintenance, and calibration laboratory equipment, record keeping; and laboratory safety procedures. These responsibilities can be collateral duties for one or more of the contractor employees.

Cryogenics Systems Operator: Cryogenic system operators shall be fully knowledgeable of the fundamentals of cryogenics as outlined in the most current version of OPNAVINST 4790.2 and references cited therein. Cryogenic system operators shall have a minimum of two (2) years experience in the receipt, storage, and issue of cryogenic products (LOX/LN2), inspection and maintenance of cryogenics tanks, portable servicing carts, liquid to gas converter systems and/or those systems applicable to NAS Fallon. Experience levels shall be fully documented (employment record) or by certified military equivalent. Operators shall be thoroughly familiar with Aviation Breathing Oxygen (ABO), tools, regulations, directives, and safety procedures.

Cryogenic system operators shall be certified in the operation and maintenance of the Nicolet 8220 ABO Analyzer. The cost of training of contractor personnel will be provided by the Government. The cost of travel, per diem, rental car, and lodging incurred because of this training will be borne by the contractor and be deducted from the subsequent months invoice. Travel reimbursement is limited to JTR Volume II rates.

C-1.12 Reserve Training

The Government reserves the right to occupy Government facilities and to use systems and equipment to conduct Naval Reserve Training. Full cooperation in the joint use of facilities and systems is expected; however, the Contractor is not obligated to provide training services or access to contractor equipment for such training events. To the extent possible, the Government will provide advanced notification of reserve training schedules to the Contractor.

C-1.13 Notification of Correspondence and Visits

The Contractor shall notify the COR of any and all visits or notice to visit the Contractor, its employees, or the contracted facilities by any federal, state, or local official or agency. The Contractor shall provide the COR copies of all correspondence resulting from such visits.

C-2.2.2 Aircraft Fuel Servicing Operations

Aviation fuel servicing operations are defined as the delivery, or receipt by defuel, of aviation fuels by mobile refueler, portable pantograph supplied by refueler, or fixed direct refueling systems. The Contractor shall be responsible for performing all aircraft fuel servicing operations and safeguarding fuel supplies under its control during normal and adverse conditions.

NOTE

“Hot refueling” of helicopters at NAS Fallon is accomplished by refueler through a portable pantograph and, for administrative purposes, is considered truck servings.

As outlined in [Section C-1.8](#), the Contractor shall be capable of providing fuel servicing of station and transient aircraft 24 hours a day, 365 day per year, including holidays. During the normal duty hours reflected in [Figure 1](#) and as outlined by local directives, each request for cold fuel services shall result in the dispatch of fuel servicing truck(s) to the number of aircraft identified and prioritized by the requester so that each truck or operator dispatched arrives at the first aircraft for the specific work request, within **20 minutes** of the request for service. **A response time of 30 Minutes will apply to services at the transient area.** The Contractor shall continue to service subsequent aircraft in an orderly and timely manner until all fuel servicing requirements for a specific request are met. Drivers shall not interrupt the flow of work, i.e., service aircraft other than those to which they are dispatched, without approval by the dispatch center, nor shall drivers/operators interrupt servicing operations for rest or meal breaks without proper relief or explicit approval of the fuel dispatch center. On arriving at an aircraft, operators shall take all steps and precautions necessary to service the aircraft in accordance with NAVAIR 00-80T-109, other USN regulations, and station instructions applicable to fuel servicing operations.

NOTE

Active duty naval personnel normally operate the hot refueling system. However, the Government may require Contractor personnel to perform as the deadman operator and pit safety coordinator on occasion. Should such a tasking result in increased manning, augmentation may be authorized.

NOTE

Requests for services outside the duty hours listed in [Figure 1](#) shall be met within two hours from the time the contractor is notified. Specifically, the repose window shall be two hours from the time of notification to arrival at the aircraft requesting services.

The Contractor shall provide the refueling equipment specified in [Section C-3.2.1](#) and [Section C-3.2.2](#) in sufficient numbers to undertake the workloads outlined in [Figure 2](#) and [Figure 3](#). The Contractor shall maintain all equipment in a safe and fully serviceable condition. Equipment inspections and sampling, i.e., visuals and type "C" analysis shall be accomplished as required by NAVAIR 00-80T-109 and documented on the vehicle inspection forms to ensure equipment is ready for service.

Aviation fuel deliveries to off station locations shall be accomplished using trucks that are configured and licensed for use on public roads. All Federal, state, and local inspections, permits, licensing and insurance requirements for the truck(s) used, shall be a responsibility of the Contractor. Operators shall be licensed as set forth in [Section C-1.11](#), Fuel Truck Drivers/Operators.

Figure 2 presents the aircraft fuel issue workload based on a projected monthly requirement of 3,000,000 gallons of JP8 at NAS Fallon. The projection is based on an average of historical issue data reflected in [Exhibit 2](#), JP8 Issue Data and Trends. Operations Workload Data exhibits also provide average workload data in terms of truck movements.

➤ Minimum Performance Standards:

- ✓ All products issued shall be on specification.
- ✓ No fuel spills due to Contractor negligence or misconduct.
- ✓ No more than 0.5% variance tolerance as defined in Appendix D.
- ✓ Immediate communication with the fuel dispatch center and COR regarding occurrences that may result in direct fueling system delays.

C-2.4 Service Station Operations

The Contractor shall provide qualified personnel to monitor, perform preventive/operator maintenance, and man as necessary, the base (military) service station. Service station operations, the dispensing of ground products from a fixed facility/system to authorized customers, are conducted at building 100. The service station, an unmanned automated system, shall be inspected, data downloaded as applicable, tanks inventoried, and the systems readied for customer service for the hours and days reflected in [Figure 1](#).

Low sulfur diesel fuel (LS2) and regular unleaded gasoline (MUR) are stored and dispensed at the service station. The station consists of two 10,000-gallon aboveground, double-walled tanks and components as outlined in [Appendix A](#). LS2 and MUR are received by commercial tank truck in 7,800-gallon increments as needed. The Contractor shall order products through the Fuel Division as required to maintain inventories at the service station. All deliveries will normally be made during the operating hours listed for "Bulk Storage Operations" in [Figure 1](#). Approximately 15,000 gallons of MUR and 5,500 gallons of LS2 are issued via the automated service station each month. All fuel issue transactions are downloaded daily into the FAS system via modem.

The service station tanks shall be inventoried, facilities and equipment inspected and PM performed, products received, and quality surveillance performed by the Contractor. In essence, those tasks associated with the operation of a bulk storage facility shall be undertaken by the Contractor at the service station.

In the event of a mechanical failure under which the service station **can** be operated manually, the Contractor shall man the service station to assist customers and manually document issues **from 0730-0930 and 1330-1530** Monday through Friday. In the event of a power/mechanical failure under which the service station **cannot** be operated at all, the Contractor shall position the ground fuel truck at the service station and man it to assist customers and manually document issues **from 0730-0930 and 1330-1530** Monday through Friday. **The Contractor's responsibility to man under these circumstances shall not exceed a single Monday through Friday period or five (5) weekdays. Under the aforementioned circumstances, Saturday, Sunday, and holiday emergency ground issues may be made from the ground fuel truck at the refueler parking area.**

◇ Requirement: The Contractor shall maintain, man as necessary, the military service station to ensure customer support with specification products for the hours specified in [Figure 1](#).

- ✓ The Contractor shall notify the COR of any discrepancy or issue that may result in the inability to meet customer demands for products at the service station.

➤ Minimum Performance Standards:

- ✓ One hundred percent receipt quality/quantity accuracy.
- ✓ One hundred percent inventory accuracy.
- ✓ Inventory documentation complete, legible, and forwarded to the Fuels Division by 0900 Monday through Friday.
- ✓ Facility PM accomplished and cleanliness maintained.
- ✓ Contractor capable of manual operations for the hours specified in sub-paragraph three above.

C-2.9 Inventory and Accounting

Inventory is defined as the physical measurement of products in terms of volume and temperature, the documentation of those measurements, and the conversion of observed measurements to standards recognized by the petroleum industry. Accounting is the manipulation of inventory, receipt, and issue data to portray an accurate record of daily events regarding the purchase, sale, and adjustment of fuel products, and captures that process as manual records and computer files. Fuel and cryogenic accounting shall include the accurate input of data into the appropriate FAS (Fuel Management) system.

The Contractor shall be responsible for the inventory of petroleum and cryogenic products held by or within facilities, equipment, tanks, and vehicles the responsibility of or under Contractor control. The Contractor shall provide accurate inventories of all products as outlined by DOD 4140.25, Bulk Petroleum Management Policy, NAVSUP Volume II, Supply Ashore, other Navy regulations, and local instructions. Documentation consisting of inventory, receipt and issue forms, and logs and reports as may be used to compile, compute, and validate accurate product movements shall be forwarded to the Contractor operated fuel accounting office by 0900 Monday through Friday. Weekend/holiday inventories and documentation shall be forwarded to the Fuels Division office on the first duty day following the weekend or holiday. **In addition, a monthly report of contract activities and workload factors as outline in Appendix H shall be submitted by the 5th workday of the month to the COR for subsequent submission to NAVPETOFF FMB.**

The Contractor shall establish a fuel accounting regiment, a system of files and records, that provides ready access to daily, monthly, or other specific time segment information as may be defined by the COR. Such fuel accounting files, records, and processes shall facilitate:

- ✓ The continuous update and accurate portrayal of FAS system information
- ✓ Period financial closeouts with assigned aircraft squadrons
- ✓ The provisioning of inventory and workload information, to include local reporting, as may be requested by other Navy activities, the COR, and DESC.
- ✓ Audits and Inspections as may be conducted by the COR and other agencies.

The dispatcher will perform daily FAS closeout procedures. A summary report of receipts, issues (refuels/defuels), product inventories, and adjustments (gain/loss data) for the previous days activities shall be provided to the COR not later than 0900 daily, Monday through Friday. Summaries of weekend/holiday activities shall be forwarded to the COR on the first duty day following the weekend/holiday. Inventory and accounting files and records are the property of the Government and shall be retained for the duration of the contract. All files shall be made available to the COR on request.

◇ Requirement: The Contractor shall inventory and fully account for all fuel and cryogenic products under its control.

- ✓ The Contractor shall establish inventory and accounting procedures agreeable to the Government.
- ✓ The Contractor shall fully document all receipts, issues, inventories, and adjustments.
- ✓ The Contractor shall make all computer system inputs in the FAS Log Sheet module relevant to fuel management.
- ✓ Daily inventory forms shall be validated/signed by the Contract manager or his/her representative.

➤ Minimum Performance Standards:

- ✓ Documentation shall be forwarded to the Fuel Division by 0900 daily, Monday through Friday.
- ✓ One hundred percent accuracy of inventory documentation.
- ✓ Inventory/accounting processes, to include the update of computer systems, shall be completed daily
- ✓ All documentation shall be neat, legible, and filed for easy access.
- ✓ Inventory and accounting files and records shall be stored and available for the duration of the contract.

C-3.0 CONTRACTOR-FURNISHED EQUIPMENT

C-3.1 General

The Contractor shall provide all the vehicles, equipment, tools, supplies, and services specified and necessary for the normal and continuous safe operation, maintenance, and inspection, calibration and upkeep of the equipment identified herein. All tools, equipment, instruments, devices, parts, and supplies not otherwise specified as Government furnished but directly or indirectly called for within this contract or references cited shall be provided by the Contractor.

C-3.2 Vehicles

The Contractor shall provide the vehicles necessary to meet the workloads identified herein within the response times outlined in [Section C-2.2.2](#) for the petroleum related operations specified in [Figure 1](#). All equipment, **trucks, tractors, trailers, and components thereof shall be new** and maintained in a fully serviceable condition by the Contractor and shall be fully capable of safely performing the tasks for which they are designed. Vehicles provided to an activity at contract start shall not be replaced or removed from the base without written notification to and approval by the Government. Standby or spare vehicles not specified or required herein but presented for use on station shall pass all inspections applicable to the equivalent type of equipment provided under this contract.

C-3.2.1 Prime Mover, Trucks and Tractors

Truck and tractor chassis provided under this contract shall be new at the start date of the contract and may be used for the life of the 10-year contract (5 years and one 5 year option) provided they are maintained in serviceable condition. Truck and tractor chassis shall be of a standard, first class commercial design equipped and sized to tow/carry the load to which it will be subjected. Subject to the minimum cargo tank capacity set forth in [Section C-3.2.2.1.1](#), loading on any axle or set of axles shall not exceed the manufactures gross vehicle working rate (GVWR)/limitations. Equipment required for use or travel off station shall be properly licensed or permitted and loaded to comply with all federal, state, and local highway/road use laws, regulations, and code. Except as specifically modified herein, each truck/tractor shall be configured and maintained to meet the requirements set forth in 49 CFR, Chap III, Sub-Chap B, Part 393, Parts and Accessories Necessary for Safe Operation. All tractors of the same class shall be interchangeable with all trailers of the same class without modification to the tractor or trailer.

C-3.2.1.1 General

The Contractor shall maintain trucks and tractors so that entry of carbon monoxide and noxious fumes into the vehicle cab is minimized. Rubber boots around pedals and levers shall be in tact and tight fitting. Grommets in holes through the firewall shall fit snugly. Holes in the floor panels, firewall, or elsewhere within the cab shall be repaired/closed. Heater and fresh air intakes shall be remote from the exhaust discharge. Exhaust systems shall be inspected and repaired or replaced as necessary. Engine oil and fluids shall be controlled (leaks repaired) so as to prevent the spillage of fluids anywhere.

C-3.2.1.2 Radios

The government will provide a sufficient number of radios for use in carrying out alongside aircraft refueling support. The contractor is responsible for installing them into their refuelers.

C-3.2.1.3 Electrical Wiring and Lights

All wiring beyond the rear of the truck or tractor cab shall be of adequate size to provide the required current-carrying capacity and mechanical strength. It shall be mounted to provide protection from physical damage and contact with spilled fuel by being enclosed in a metal conduit or other oil-resistant protective covering. All circuits shall have over-current protection. Junction boxes shall be weatherproof.

C-3.2.1.8 Painting and Marking

Contractor vehicles, excluding utility vehicles, shall be painted and marked in accordance with NAVFAC P300. All vehicles shall be free of rusted areas, running rust, flaking paint, and excessive paint oxidation. Contractor vehicles shall be completely repainted when touch up painting exceeds 20 percent of the vehicle's surface. Faded, non-reflective, and obscure stencils, placards, and logos shall be replaced. For painting, tractors and trailers are considered separate units.

C-3.2.1.8.1 Placards

A DOT placard applicable to the grade of product being transported shall be placed on the left quarter of the front bumper. A placard holder or rigid plate to which the placard is mounted may be used for the bumper mounting. See sections applicable to the cargo tank for side and rear placard requirements.

C-3.2.1.8.2 Company Logo

Truck/tractor doors shall be marked with a permanently affixed company name or logo. The name or logo shall be applied in a professional manner, reflective of company pride and professionalism. Stenciled/spray painted logos or magnetic placards shall not be used.

C-3.2.1.9 Spill Remediation Kit

Each Contractor truck/tractor shall be equipped with a 10-gallon spill clean up/remediation kit that is protected from the elements but readily available to the vehicle operator.

C-3.2.2 Refuelers, General

Contractor provided refuelers (fuel-servicing trucks/trailers configured to issue filtered product, and defuel and filter product being returned to the cargo tank) shall meet the specifications outlined herein. The design and construction of new refuelers shall be such that the cargo tank meets **DOT 406 specifications**. Refueler components shall be applied in accordance with the most current edition of [NFPA 407, Standards for Aircraft Fuel Servicing](#). Should a conflict between specifications arise, the more stringent requirement shall apply. Except for the PTO mounted hydraulic pump and the tractor to trailer electrical, air, and hydraulic lines, all components shall be contiguous to the cargo tank/frame (semi-trailers), or the entire prime mover/refueler shall be a cargo motor tank. A hydraulic cooling system, if installed, may be tractor or trailer mounted. Regardless of the refueler/truck configuration, all connections, i.e., recirculation, bottom loading, defuel stub, overfill protection devices, grounds, deadman controls, or otherwise shall be located on the left or drivers side of the vehicle.

NOTE

The Government reserves the right to designate the grade of product to be held in and dispensed from any or all Contractor fuel servicing vehicles. Reasonable costs associated with product changes directed by the Government will be borne by the Government.

C-3.2.2.1 Cargo Tank

All cargo tanks shall be constructed of aluminum or stainless steel. New tank construction shall conform to DOT 406 specifications as outlined in the CFR Title 49, Transportation. Unless specified otherwise, the provisions of 49 CFR 178 and the most current subpart applicable to **specification DOT 406** apply. Furthermore, all referenced guidelines for the construction, use of materials, inspections, certifications, marking, and stamping of cargo tanks or components thereof, also apply. The cargo tank shall be one compartment with the appropriate baffles. Each baffle shall be open at the baffle/tank top to allow venting between all baffled areas at the 600 GPM fill rate. Openings at the baffle bottom/tank floor shall allow the flow of lading to the tank suction point at the 300 GPM issue rate. The entire tank shall drain completely to a low point. The tank shall be designed so that all portions are accessible for inspection, cleaning, and maintenance. Each cargo tank shall be marked with a specification and nameplate as outlined in 49 CFR 178. In addition, 49 CFR, Part 180, Subpart A, General, and Subpart E, Qualification and Maintenance of Cargo Tanks shall apply.

NOTE

MC 302, 303, 305 or 306 specification tanks will not be considered under this contract.

C-3.2.2.1.1 Cargo Tank Capacity

Cargo tanks provided shall have a **minimum capacity of 8000-gallons** plus the appropriate expansion space; **however, at least one (1) unit having a capacity of 2000-gallons plus the appropriate expansion space shall be provided.** Unless specified otherwise, cargo tanks shall be filled to capacity. Loading on any axle or set of axles shall not exceed the manufacturer's gross vehicle working rate (GVWR)/limitations. Equipment required for use or travel off station shall be properly licensed or permitted and loaded to comply with all federal, state, and local highway/road use laws, regulations, and code.

NOTE

All fuel servicing trucks and tractor/trailer combinations shall be filled to capacity and weighed at NAS Fallon. Certified weight documents and manufacturer's documents regarding weight specifications, exceptions, or limitations of axles shall be presented at the time of the equipment inspection outlined in [Section C-3.3.2](#).

C-3.2.2.1.2 Sacrificial Devices

As outlined in [49 CFR 178-345-8 and 346-8](#), any piping that extends beyond the accident damage protection must be equipped with an emergency stop valve and a sacrificial device such as a shear section. Shear sections shall conform to the specifications of TTMA RP 86-98 as tested in accordance with the procedures set forth in TTMA 84-98.

C-3.2.2.2 Tank Venting

In addition to pressure and vacuum devices required under **specification DOT 406**, the cargo tank shall be equipped with a positive venting system rated at the 600 GPM **(100 GPM for the 2000-gallon unit)** bottom loading flow rate. The system shall open automatically when the unit is set for the movement of product into or out of the cargo tank.

C-3.2.2.3 Overfill Protection

Each cargo tank shall be equipped with an overfill protection device, system or equipment compatible with that installed on the petroleum system (fillstands) to be used. As applicable, the refueler connection/receptacle mating with the fillstand cable/connector shall be firmly mounted near the bottom-loading receptacle and may incorporate the anti-drive away feature required under [Section C-3.2.2.5.1](#). The cable/connector receptacle shall be painted green for easy identification. Any wiring between the receptacle and the tank probe shall be encased as required by [Section C-3.2.1.3](#). Any system installed/used shall be fully functional in the defuel mode. For probe type overfill protection systems, i.e., Scully and OPW, a minimum of three portable devices, fully compatible with the tank mounted system connection, shall be furnished by the Contractor to be used for short term emergencies. If the contracted activity fillstand system is not equipped with an overfill protection device, system, or equipment, the Contractor shall provide fuel servicing trucks equipped with a overfill protection system that is integral to the cargo tank/refueler. That system shall stop the flow of product to the cargo tank completely at the designated full tank level.

C-3.2.2.4 Low Point Drain

The cargo tank shall be configured with an internal self-closing stop-valve at the lowest point(s) of the cargo tank to facilitate low point/complete draining of the tank. Alternatively, if the cargo tank discharge piping is the natural low point, a self-closing drain valve may be installed at the piping low point to facilitate low point/draining of the tank. Piping/tubing necessary to make the drain point readily accessible without having to crawling under any portion of the refueler shall be installed and terminate with an additional control valve. A cable/pull handle mechanism used to open the self-closing low point drain valve shall be installed and terminate at or near the low point drain and shall be clearly marked "LOW POINT DRAIN."

C-3.2.2.5 Piping

System piping shall be designed and installed to facilitate complete drainage of the cargo tank. Piping sections subjected to excessive movement during operation, shall be firmly mounted or braced, and fully protected by grommets where it passes through sheet metal, frames or bulkheads. The pump and bottom loading system piping shall be constructed of schedule 40 aluminum or schedule 5 stainless steel.

NOTE

Refuelers configured with permanently installed tank to tractor-- tractor to tank product transfer or belly hoses will not be considered for use under this contract.

C-3.2.2.5.1 Bottom Loading

Cargo tanks shall be configured to bottom load at 600 GPM (100 GPM for the 2000-gallon unit). The bottom loading system shall consist of a standard D-1 receptacle with dust cover and manual shutoff valve. An anti-drive away device/system, one that will prevent the movement of the unit as long as a nozzle is connected to the bottom-loading receptacle, shall be incorporated in the bottom loading system.

In those states requiring them, a vapor recovery system shall be installed on refuelers dispensing volatile products, i.e., automotive and aviation gasoline.

C-3.2.2.5.2 Recirculation

A product recirculation system shall be provided for all hoses. Product shall be drawn from the main tank valve/suction point, circulated throughout the entire fuel system and hose(s) and returned to the tank at a separate tank fitting remote to the suction point, see NAVAIR 00-80T-109, Figure 11.5. The bottom loading system may serve as the recirculation point if the product return point to the cargo tank is remote to the pump suction point.

C-3.2.2.6 Defueling

Each refueler shall be capable of defueling at 50 GPM at ground level. The defuel connection shall consist of a one and one-half inch (1½") quick disconnect adapter (male fitting) and dust cover, a control valve mounted at or near the defuel connection, and a line strainer. The strainer screen shall be readily removable for cleaning and inspection without interference with or removal of other components. Each refueler shall be configured so that all product defueled is filtered and passes through the relaxation chamber prior to returning to the cargo tank.

C-3.2.2.7 Pumping System

The pumping system shall consist of a pump, piping, connectors, valves, and other hardware identified herein. Pump bypass/controls shall provide for a low flow rate, 0 to 100 GPM via overwing nozzle (0 to 35 GPM for the 2000-gallon unit), and high flow, 0 to 300 GPM via the underwing (single point) nozzle (0 to 100 GPM for the 2000-gallon unit). The pump system shall be adjustable so that fuel pressure measured at the underwing nozzle does not exceed 50 PSI at the 300 GPM (100 GPM for the 2000-gallon unit) during aircraft refueling. All controls, valve(s) and hose connection(s) shall be accessible/operable from ground level. All metals downstream of, and including the filter/separator, that are exposed to the fuel, shall be non-ferric or stainless steel material. Internally coated components are not acceptable.

C-3.2.2.7.1 Control

A calibrated pump pressure gauge, the differential gauges noted in [Section C-3.2.2.8.1](#), and a throttle control that remains in or can be locked in position shall be centrally mounted outside the truck cab so they can be read/operated from the operator position. The pressure gauge shall be marked to indicate maximum servicing/operating ranges.

C-3.2.2.7.2 Performance

Unless otherwise stated, refuelers shall be capable of dispensing product at 0 to 100 GPM through a 1½ inch by 50 foot hose and a 1½ inch overwing servicing nozzle (0 to 35 GPM for the 2000-gallon unit) and/or 0 to 300 GPM through a 2 inch by 50 foot servicing hose, dry breakaway coupler, 55 PSI hose end regulator, and an underwing (single point) servicing nozzle (100 GPM for the 2000-gallon unit). Pumping systems, thus configured shall be capable of sustained flow at the rates noted until the cargo tank is empty.

C-3.2.2.7.3 Emergency Control

In addition to the main tank valve control mechanism, emergency shutdown devices shall be installed at the left front and right rear of the cargo tank. All control mechanisms shall be unobstructed, readily identifiable, and clearly marked EMERGENCY SHUTOFF and PUSH, PULL, CLOSE, or BREAK as appropriate in two inch white lettering on a red background. Systems equipped with break off type devices (those that release air pressure to shutdown the system) shall incorporate a system override to facilitate the emergency movement of equipment and a means of testing the system during daily equipment inspections. Fusible plugs or links incorporated into the emergency shutdown system shall not be painted.

C-3.2.2.8 Filter Separator

A three stage filter/separator configured with coalescer elements, separator elements, and fuel monitor elements equivalent to that covered under MIL-M-81380, and meeting American Petroleum Institute (API) Publication 1581, Group II, Class C standards (stamped in accordance with American Society of Mechanical Engineers (ASME) code and marking requirements) shall be installed on each refueler. The non-ferric or stainless steel filter/separator shall be rated at 300 GPM (100 GPM for the 2000-gallon unit) and configured with the appropriate air eliminator, pressure (thermal) relief system, a water slug control valve and test mechanism, a manual sump drain, differential pressure gauges, and a sample connection. The air eliminator and pressure relief valve shall be vented to the main tank via a common line and one-way check valve to prevent back flow to the filter vessel. The water slug control valve and sump float assembly shall stop/start the flow of product when the water within the filter/separator sump reaches a predetermined level. The control valve used in conjunction with the float assembly shall include provisions that will permit manual testing of the water slug control system. The filter/separator sump drain shall be equipped with a spring-loaded ball type drain valve that is normally in the closed position.

C-3.2.2.8.1 Differential Pressure

Three quality pressure differential gauges graduated in one (1) PSI increments shall be installed so that pressure losses across the filter elements, the monitors, and the entire filter/monitor system can be recorded separately. Each gauge shall be set, calibrated, or adjusted to read at least zero under normal pumping conditions when new filter/monitor elements are installed. The gauge(s) shall be mounted and labeled to be readily identifiable and easily monitored by the refueler operator.

C-3.2.2.9 Relaxation Chamber

Each refueler dispensing jet fuel shall be configured with a relaxation chamber, a baffled metal tank within the piping system downstream of the filter/monitor and sized to the rated pumping capacity of the refueler. The chamber shall retain fuel within the chamber/tank for 30 seconds after its passage through the filter/monitor system and assure the complete turnover of product. A low point drain valve, accessible to the unit operator without crawling under any part of the truck/trailer, and an air elimination valve/line that vents to the main tank via a one-way check valve shall be installed. The chamber shall be designed, constructed, tested, marked, and stamped in accordance with the American Society of Mechanical Engineers (ASME) code, ASME Boiler and Pressure Vessel Code, Section VIII, Division 1.

C-3.2.2.10 Meter

Refuelers shall be equipped with positive displacement, temperature-compensating meters. Meters shall have an accuracy of that stated in the National Institute of Standards and Technology (NIST) Handbook 44. Meters shall be capable of being adjusted while under pressure without leakage or loss of product. Adjustment sensitivity shall be sufficiently fine to permit calibration changes in conformance to the accuracy requirements set forth above. The Contractor shall calibrate or have calibrated by a certified agent each meter semi-annually, after maintenance/servicing, when suspected of being out of tolerance, or when the meter has been damaged. Wire/lead seals shall be affixed to and secure all calibration adjustment devices. The Contractor shall mark each meter to indicate the date of calibration, and shall establish a system of records to validate calibration date markings.

C-3.2.2.11 Emergency Dry Breakaway Coupler(s)

An emergency dry breakaway coupler (a piping to hose coupler that will break dry and allow the servicing unit unencumbered egress) should be installed on each underwing fuel servicing hose. It should be installed at the point where the hose attaches to refueling piping or hose reel.

C-3.2.2.12 Hoses

All fuel servicing hoses shall be [American Petroleum Institute \(API\) 1529, Grade 2, Type C](#) hoses marked accordingly. Unless otherwise specified, refuelers shall be configured with two hoses, a one and one-half inch by fifty-foot (1½" X 50') overwing hose and a two-inch by fifty-foot (2" X 50') underwing hose. Where hose lengths in excess of 50 feet are required, a threaded hose connector or dry break coupler may be used providing the connector/coupler will not come in contact with any portion of the aircraft during servicing operations. Hoses shall be free of internal/external electrical bond wires. One and one-half inch (1.5") hose, that generally used as a defuel hose, shall be of the hard helix or non-collapsible type. Where two hose assemblies are attached to a common outlet or source of product, each shall be controlled by a separate control valve. Filter and relaxation chamber vent hoses or tubing shall be compatible with the product being handled.

The underwing (single point) hose of the 2000-gallon unit shall be a one and one-half inch by fifty-foot (1½" X 50') hose

C-3.2.2.13 Hose Storage

Hose storage in the form of troughs, platforms, or hose reels shall be provided for all hoses. Hoses shall not be hung from the tank or frame. The hose storage arrangement shall be such that no sharp bends or kinks occur while hoses are stored. Hoses shall remain stowed when the vehicle is traveling over rough roads.

C-3.2.2.14 Hose-End Pressure Regulator

Refuelers shall be configured with a 55-PSI (maximum) hose-end pressure regulator attached to or as an integrated part of each underwing nozzle installed.

C-3.2.2.15 Nozzle(s)

Aircraft fuel servicing nozzles shall conform to the specifications listed herein. Depending on the type aircraft requiring service, three types of nozzles, the underwing or D-1 single point nozzle, the overwing or gravity nozzle, and/or the closed circuit refueling (CCR) nozzle shall be required or used. Unless stated otherwise, refuelers shall be configured with an underwing and overwing type nozzle.

C-3.2.2.15.1 Underwing Nozzle

Nozzle, Pressure Fuel Servicing, Locking, Type D-1, the underwing or single point nozzles, as specified by the most current edition of Military Specification MIL-N-5877 and produced by companies listed in the most recent Quality Products List QPL-5877-XX are approved for use under this contract. Each nozzle shall be connected to the issue hose by a dry break quick disconnect coupler, and shall be equipped with a screen of 60 mesh or finer which is readily accessible without the use of tools. Each nozzle shall have a dust cover that shall be in place when fuel is not being delivered.

C-3.2.2.15.2 Overwing Nozzle

An overwing nozzle of the non-automated, non-locking type commonly used to dispense aviation fuel to aircraft shall be provided. Each nozzle shall be attached to the issue hose by a dry break, quick disconnect coupler to provide for quick nozzle change and recirculation of product within the hose as outlined in [Section C-3.2.2.5.2](#). The nozzle shall be equipped with a 60 mesh or finer screen installed in the non-flexible nozzle tube/spout. Attachments shall include a dust cap that is held in place by wire and spring system, and a permanently attached flexible bonding wire with a ground clip conforming to MIL-C-83413/7B attached near the end, and terminating with a ground plug conforming to MIL-C-83413/4

C-3.2.2.15.3 Closed-Circuit Refueling (CCR) Nozzle

Closed-circuit refueling (CCR) nozzles not required under this contract.

C-3.2.2.16 Swivels and Hose Couplings

All swivels and couplings used within the fuel system shall be the greaseless type; however, a light, hand application of grease, non-soluble in petroleum, to bearing races and bearing surfaces, is acceptable. Old, once lubricated swivels on which the lubrication channel has been plugged shall not be used. Except as specifically noted herein, i.e., the defuel stub which shall be a quick disconnect adapter, hose couplings/connections shall be of the permanent, threaded type.

C-3.2.2.17 Deadman Controls

Refuelers shall be equipped with a hand held deadman control with sufficient connecting hose/cable installed in such a manner that it can be stored on a reel or removed and stowed when not in use. The deadman control shall be located/mounted at the unit control panel. In the underwing (single point) mode, release of the deadman control handle shall completely stop the flow of fuel within a 5 percent overshoot range (in time or gallons) of the rated capacity of the refueler, i.e., 300 GPM is equal to 15 gallons or 3 seconds. In the overwing and CCR mode, the overwing or CCR nozzle shall be considered the deadman control.

C-3.2.2.18 Static Bonding Cables

A static bonding cable shall be installed on a spring rewind reel with cable guide. The overall length of the static bonding cable shall be 50 feet or the length of the longest hose being used, whichever is greater. The cable shall be of stranded steel (galvanized or stainless) wire rope 3/32-inch in diameter coated to 3/32-inch diameter with a petroleum-resistant plastic containing light sensitive dye. The cable shall terminate with a plug, MIL-C-83413/4, and a heavy duty clip, MIL-C-83413/7B. Refuelers designated to "hot refuel" shall be equipped with two cable/reel assemblies.

C-3.2.2.19 Electrical Wiring and Lights

See [Section C-3.2.1.3](#).

C-3.2.2.20 Fire Extinguishers

Each refueler shall be equipped with at least two fire extinguishers, one on the left (drivers) side readily accessible to the operator at the refueler control panel, the other on the right rear of the unit. Each extinguisher shall have an ANSI rating of not less than 20-B. Halogen extinguishers shall not be used.

C-3.2.2.21 Fenders and Mudguards

Fenders/ mudguards shall be installed over the wheels of the trailer to fully protect the cargo tank, hoses and other equipment. Nonfunctional skirting and flashing are prohibited.

C-3.2.2.22 Tires

See [Section C-3.2.1.6](#)

C-3.2.2.23 Painting and Marking

See [Section C-3.2.1.8](#) and the following sub-paragraphs regarding the painting and markings of trailers/cargo tanks.

C-3.2.2.23.1 Alignment of Stencils

Reflective stencils as outlined in NAVFAC P-300, shall be applied and positioned in the precise manner. Cargo tank side stencils shall be proportionally placed along the horizontal centerline of the cargo tank beginning 12 inches from the front most bulkhead/tank weld and ending 12 inches from the rear most bulkhead/tank weld. Two line stencils, i.e., NO SMOKING over WITHIN 50 FEET, shall be centered vertically on the horizontal tank centerline. Rear tank stencils shall be centered on the vertical tank centerline. Stencils shall read left to right, top to bottom. **Smaller stencils, 4 inch on 6 inch versus 6 inch on 8-inch stencils, may be used to mark the 2000-gallon unit.**

C-3.2.2.23.2 DOT Placards

DOT placards shall be placed on each side of the tank centered one inch below the FLAMMABLE stencil, and on the right quarter of the rear bumper. A placard holder or a rigid plate shall be used for the bumper mounted placard.

C-3.2.3 Defueler Truck, General

A specified defuel truck is not required under this contract. Refuelers provided under Section C-3.2.2 shall be capable of defueling.

Here to Section C-3.2.4 has been left blank intentionally.

C-3.2.4 Ground Fuel Trucks

The Contractor shall provide ground fuel delivery trucks (single or multiple compartment tank trucks capable of issuing and defueling ground fuels). Design and construction of new ground fuel trucks shall be such that the cargo tank meets **DOT 406 specifications**. Components shall be applied in accordance with [NFPA 385, Standard for Tank Vehicles for Flammable and Combustible Liquids](#), specifications. Should a conflict between specifications arise, the more stringent requirement shall apply.

C-3.2.4.1 Prime Mover (Truck Chassis)

Except as modified below, [Section C-3.2.1](#) and sub-sections thereto apply.

C-3.2.4.1.1 Tires

See [Section C-3.2.1.6](#).

C-3.2.4.1.2 Painting and Marking

See [Section C-3.2.1.8](#) and the sub-sections thereto.

C-3.2.4.2 Tank and Components

Except as modified by the following, [Section C-3.2.2](#) applies. Components not specifically addressed do not apply.

C-3.2.4.2.1 Cargo Tank(s)

See [Section C-3.2.2.1](#) and sub-sections thereto. Baffle openings (top vent/bottom flow) may be sized to 100 GPM. The cargo tank(s) may be dual product having a **minimum capacity of 1,000 (MUR) and 1,000 gallons (LS2)** plus the appropriate expansion space, or single product tank trucks of equal or greater capacity. See [NFPA 385-90](#) regarding dual product tank separation. Unless specified otherwise, all cargo tanks shall normally be filled to capacity.

C-3.2.4.2.2 Tank Venting

See [Section C-3.2.2.2](#); however, venting capacity may be reduced to the equivalent of 100 GPM.

C-3.2.4.2.3 Overfill Protection

See [Section C-3.2.2.3](#).

C-3.2.4.2.9 Meter(s)

See Section [C-3.2.2.10](#); however, non-compensated, positive displacement meter(s) with gallon and one-tenth gallon registers shall be installed for each product dispensed.

C-3.2.4.2.10 Hose(s)

Fifty-foot (50') commercial fuel hoses sized to and compatible with the specific grades of fuel to be handled shall be provided.

C-3.2.4.2.11 Hose Storage

See [Section C-3.2.2.13](#).

C-3.2.4.2.12 Nozzle(s)

Commercial overwing or service station type fuel nozzle sized to and compatible with the specific fuel to be dispensed shall be provided.

C-3.2.4.2.13 Swivels and Hose Couplings

See [Section C-3.2.2.16](#).

C-3.2.4.2.14 Electrical Wiring and Lights

See [Section C-3.2.1.3](#).

C-3.2.4.2.15 Fire Extinguishers

See [Section C-3.2.2.20](#).

C-3.2.4.2.16 Fenders and Mudguards

See [Section C-3.2.2.21](#).

C-3.2.4.2.17 Painting and Marking

See [Section C-3.2.2.23](#) and sub-sections thereto; however, smaller stencils, 4 inch on 6 inch versus 6 inch on 8 inch stencils, may be used to mark smaller ground fuel trucks.

C-3.2.5 Used Oil (Fuel) Truck(s)

Not applicable as used oil is not collected/handled by the contractor.

C-3.2.6 Utility Vehicles

Utility vehicle(s), pickup or van type vehicles as may be provided and used by Contractor management, maintenance, or other personnel within the Contractor organization shall be new at the start of the contract and replaced with a new one(s) every **five (5)** years. Utility vehicles may be painted commercial colors but shall be marked in accordance with [Section C-3.2.1.8.2](#) and shall be reflective of the pride and professionalism of the Contractor. Each Contractor furnished utility vehicle shall be equipped with a 10-gallon spill clean up/redemption kit that is readily available to the vehicle operator.

C-3.2.7 Mobile/Prefabricated Building(s)

No mobile/prefabricated buildings are required under this contract.

C-3.3 Records, Inspections and Disposition of Property

The Contractor shall maintain records, submit to inspections, and dispose of property as follows:

C-3.3.1 Records

The Contractor shall keep maintenance records on all fuel servicing equipment provided. Such records shall contain a complete description, of the truck, tractor, and cargo tank provided, and a copy of cargo tank certification and any applicable inspection documents as may be required by federal, state, and local vehicle code. A complete maintenance history relevant to the Contractor's possession of the vehicle shall also be provided. All records shall be available to the Government for the duration of the contract.

C-3.3.2 Inspections

As outlined in Section E, Clause E29, four (4) work days prior to the contract start date or a date mutually agreed upon by all parties, the Contractor shall have all equipment, supplies and goods specified herein available on-site for inspection by the Government. The expense of making such property available for inspection shall be borne by the Contractor. A vehicle identification worksheet, Appendix X, shall be completed for each vehicle provided. Copies of the worksheets shall be provided to the contracting activity and the post-award inspection team leader on the first day of the equipment inspection.

An incumbent shall be capable of emptying, gas freeing and disassembling selected equipment/components on request.

First time Contractors shall have all fuel delivery vehicles gas-freed for inspection and shall be capable of disassembling much equipment or components thereof, on request.

Property deemed unacceptable by the Government shall be repaired, modified as required to meet specifications, or replaced at the Contractor's expense prior to commencement of the contract or on a date mutually agreed to and documented by the COR, NAVPETOFF and DESC within the post award inspection report. Failure by the Contractor to make remedy by the established dates shall result in a formal cure notice. Failure to meet dates established by the cure notice shall constitute grounds for termination/default.

C-3.3.3 Disposition of Property

Contractor furnished property identified herein shall be used solely in the performance of the work defined in Section C-2.0. Vehicles and property removed prior to the completion of the contract, removed because it is not capable of performing its designated function, or becomes of safety/fire hazards, shall be removed and replaced at the Contractor's expense. In any case, the lack of serviceable vehicles shall not excuse the Contractor from performing the tasks defined in Section C-2.0. The Contractor shall not store equipment in excess of the contract requirements on Government property. On termination of the contract, all equipment shall be removed from Government property within 30 days. Thereafter, the Contractor shall be charged the prevailing commercial storage rate for each piece of equipment kept on Government property.

C-3.4 Other Equipment and Supplies

The following classes of supplies, materials, and services shall be provided by the Contractor. The Contractor shall adhere to all Federal, state, and local laws, rules, code, and regulations applicable to the purchase, transport, use, storage, and disposition of any hazardous materials that may be required to fulfill the conditions of this contract. The contractor is not authorized to purchase equipment or supplies through the Navy Supply System.

The Contractor shall procure materials and services at the most advantageous prices with due regard for prompt delivery, credits, and other benefits. The Contractor shall take all actions necessary to obtain applicable tax exemptions, reductions, and refunds. Reimbursement shall be for net cost after taking discounts, rebates, allowances, credits, tax exemptions, reductions and refunds and other benefits, any or all of which shall be fully documented.

C-4.2.2 Maintenance and Repair by Task Order

The Contractor may be directed by the COR to provide or may report to the Government the need for maintenance and repair services beyond the scope of preventive and operator maintenance outlined herein. On notification of a requirement to perform a specific maintenance task or reporting such a requirement to the Government and being directed to perform, the Contractor shall:

Provide a complete written description of the deficiency or the nature of the wear, breakage, or damage to the system needing repairs. This document should include a description of the system requiring maintenance or repairs, the specific components needing repair, replacement, or adjustment, and a preliminary list of parts and materials required.

Determine whether the work will be accomplished in house (by the Contractor) or be subcontracted.

If the work is to be accomplished in house, provide a complete list of parts, components, materials, and equipment not provided under the contract, the source of supply, and an itemized cost breakdown to include labor, if applicable or allowed. Also establish a performance period or get well date.

If to be accomplished by subcontract, provide the cost estimates as outline in [Section C-4.2.1](#) above. As with an in house estimate, all subcontractor estimates shall include a complete list of parts, components, materials, equipment, and labor, and an itemized cost breakdown thereof. Any subcontract should also establish the performance period or get well date.

The Government will determine the availability of and provide funding.

Given the approval to proceed, the Government will provide a written task order. The Contractor shall take no action to perform maintenance or repairs until such time a written task order has been provided by the COR.

C-4.3 Augmentation

Augmentation is defined as compensation for specified work outside normal working hour outlined in [Figure 1](#) for which drivers and system operators are retained beyond normal duty hours or called to duty to supplement the normal workforce.

NAS Fallon Fuels Division Operations Manual (NASFINST 11162.1D) specifies the person(s), position, or office authorized to approve augmentation and the means by which the approval will be documented. Except as provided **for** herein, all augmentation shall be approved **by the COR** prior to retaining employees or calling additional personnel to work. All invoices for augmentation shall be supported by copies of the augmentation approval form/log, the dispatch log validating the circumstances for augmentation, and the individual(s) time card that shows the hours worked. Extended hours for personnel such as mechanics, accountants, and administrative personnel do not qualify as augmentation. Failure to relieve personnel at the end of a normal shift for which there are available oncoming personnel or because scheduled personnel fail to show shall not be considered augmentation time. Furthermore, the recall or retention of personnel with specially licenses, i.e., a CDL holder, to undertake an infrequent but contracted function shall not constitute augmentation.

Augmentation will be granted under the following conditions. Each paragraph is coded (A) to indicate automatic approval within the parameters defined or (P) to indicated pre-approval is required.

AIRCRAFT FUEL SERVICES (MOBILE/DIRECT FUELING) INCLUDING THE DISPATCH CENTER				
Requirement/Reference	Standard	Max Allowable Degree of Deviation (AQL)	Method of Surveillance	Max Percent Payment for Meeting AQL
Staffing, C-1.7 and C-1.11.	Sufficient qualified personnel to satisfy servicing demands.	0%	100% Inspection	5
Personnel availability, C-1.8.	Contract personnel available for the appropriate hours.	4%	100% Inspection	5
Qualifications, C-1.9, C-1.10, and C-1.11	Qualified personnel performing duties. Documentation/ training records to substantiate qualifications. Dispatcher FAS qualified.	4%	100% Inspection	5
Response times, C-2.2.2.	Servicing response times meet. Responses in excess of standard time fully explained on logs.	0%	Random, Customer Complaint	15
Documentation, C-2.8.	Fuel servicing inventory and inspection documentation complete, accurate, and forwarded to the appropriate office NLT 0900 daily.	0%	Random	4
Quality, C-2.10.	Appropriate sample taken and forwarded to the fuel laboratory. Sample logs maintained and test results kept on file.	0%	Random	10
Housekeeping and Maintenance, C-2.12.2 and .3.	Building and grounds maintained in accordance with local standards.	5%	Random	1
Training, C-2.13.	Applicable training conducted and documented. Training records complete.	4%	100% Inspection	10
Safety, C-2.14.	Fuel servicing operations conducted in accordance with NAVAIR 00-80T-109 and applicable safety regulations.	0%	100% Inspection	35
Environmental, C-2.15.	Full compliance with applicable environmental law and regulations.	0%	Random	4
Security, C-2.16.	Equipment security maintained and logs kept.	0%	Random	2
Equipment Specifications, C-3.0.	Equipment configured in accordance with specifications outline in Section C-3.0.	5%	100% Inspection	1
Equipment and Supplies, C-3.4	Equipment and supplies identified is on hand and available to contract personnel.	5%	100% Inspection	1
Uniforms and Safety Equipment, C-3.5.	Uniforms provided by the Contractor. Safety equipment available and used by contract personnel.	0%	100% Inspection	1
References, Appendix E	Current reference on hand and available to contract personnel	5%	100% Inspection	1

See ANSI/ASQC Z1.4-1993, Sampling Procedures and Tables for Inspections by Attributes

FUEL DISTRIBUTION AND STORAGE INCLUDING THE LABORATORY FUNCTION				
Requirement/Reference	Standard	Max Allowable Degree of Deviation (AQL)	Method of Surveillance	Max Percent Payment for Meeting AQL
Staffing, C-1.7.	Sufficient personnel to carry out the operation(s) in progress, storage and laboratory.	0%	100% Inspection	10
Bulk Storage Operations, C-2.3	Receipts and transfers performed IAW references. Operations started on time. Communications maintained during product movement operations.	4%	Random	35
Physical Inventory, C-2.9.	Daily and weekly inventories complete, accurate, and forwarded in a timely manner. Monthly inventories witnessed, complete, accurate and forwarded in a timely manner	0%	Random	5
Documentation, C-2.9.	Documentation complete, accurate, and forwarded to the appropriate office NLT 0900 daily.	0%	Random	2
Quality, C-2.10.	Appropriate samples taken and forwarded to the NAS Fallon fuel laboratory. Sample logs maintained/test results kept on file.	0%	Random	5
Facility/Equipment Maintenance and Calibration, C-2.11.	Maintain conducted IAW references. Applicable meters and gauges calibrated as scheduled. Documentation complete and available.	4%	Random	20
Housekeeping, C-2.12.1 and .2, and Grounds Maintenance, C-2.12.3.	Building and grounds maintained IAW standards.	5%	Random	2
Training, C-2.13.	Applicable training conducted and documented. Training records complete.	4%	100% Inspection	3
Safety, C-2.14.	Operation conducted IAW applicable safety regulations.	0%	100% Inspection	5
Environmental, C-2.15.	Full compliance with applicable environmental law and regulations.	0%	Random	5
Security, C-2.16.	System security maintained and logs kept.	0%	Random	2
Equipment and Supplies, C-3.4.	Items identified on hand, maintained, and readily available to contract personnel.	5%	100% Inspection	1
References, Appendix E	Current reference on hand and available to personnel.	0%	Random	5

See ANSI/ASQC Z1.4-1993, Sampling Procedures and Tables for Inspections by Attributes

[illegible]

See ANSI/ASQC Z1.4-1993, Sampling Procedures and Tables for Inspections by Attributes

Appendix H, Monthly Workload Summary

1. Accurate and meaningful management decisions are dependent on detailed information regarding measurable tasks on which workforce structure and equipment requirements are made. This data must be updated continually to provide a meaningful picture of the fuel and cryogenic functions of a base. As applicable to the locations covered under this PWS, report the following by the 5th workday of each month. A separate report shall be submitted for each location, i.e., the main operating base and its supported outlying fields that receive/issue products and provide fuel services.

a. **Receipts and Returns to Bulk.** Provide information regarding receipts/returns to storage for all products, i.e., aviation fuels, ground fuels, recyclable fuels, used oil, and cryogenics products (receipts only). If a jet fuel recycling system is in use, consider the product pumped into the unfiltered or recyclable side of the system, to be a return of product to bulk (see paragraph “b” below regarding recycler output). Report the following:

- (1) The **Grade** of product received or returned to bulk. Use the appropriate grade code, “JPX” for recyclable jet fuel collected and returned to a recycling system for processing, and “FOR” for Used Oil.
- (2) The **Mode** of receipt/return to storage, i.e., TW for Tank Wagon, TT for Tank Truck, RC for Rail Car, PL for Pipeline, B for Barge, or RF for refueler/defuelers returning product to bulk. Use a separate line for each grade and mode entry.
- (3) The **Destination** of the product received or returned, i.e., bulk storage, a direct refueling system, the service station, cryogenics, etc. Also, include gross receipts and the number of receipts whereby bulk products are issued directly to fuel servicing equipment by another Service. For instance, Navy contracted refuelers at NAF Washington and NAS Willow Grove are replenished by the Air Force.
- (4) The total **Gallons** received or returned to bulk for each grade and mode entry for the report month.
- (5) State the **Number** of receipts/returns of product for each grade and mode entry for the report month.

The following are examples of receipt/return data:

Grade	Mode	Destination	Gallons	Number
JP8	PL	Bulk	1,232,843	4
JP8	RF	Bulk	4,039	1
JPX	RF	Recycling System	934	1
MUR	TT	Service Station	15,945	2
LOX	TT	Cryogenics	1,000	1

b. **Transfers from Bulk.** Provide information regarding the transfer (not sales) of product from bulk storage to other fuel systems or fuel servicing equipment. If a jet fuel recycling system is in use, consider the product pumped out of the system to be a truck fill (see paragraph “a” above regarding returns). Product issued directly from bulk storage to aircraft via a direct fueling system (no day tanks) and issues to commercial carriers destined for another base should be reported in section “c” below. Furnish information regarding:

- (1) The **Grade** of product transferred. Use the appropriate grade code, “JPX” for recyclable jet fuel collected and returned to a recycling system for processing, and “FOR” for Used Oil.
- (2) The **Gallons** of product transferred from bulk storage.
- (3) The **Mode** of transfer.
 - (a) Report **Truck Fills** of organic military or contract fuel servicing trucks, ground and aviation.
 - (b) Report intra-system **Transfer(s)** by pipeline to another system, i.e., bulk to a direct fueling system.

For example, the following would represent transfers from bulk storage.

Grade	Mode	Gallons	Number
JP8	Fillstand to Refuelers	687,469	137
JPX	Recycler to Fuel Servicing Truck	874	1
JP8	Bulk to Direct Refueling System by Pipeline	393,954	9
MUR	Fillstand to Ground Fuel Servicing Truck	3,945	5

c. **Issues/Sales by Mode.** Provide issue/sales data, to include defuels, for all grades of product handled by the contractor. Separate data by the appropriate grade and mode. Include dry run and cancellation data as a parenthetical note as illustrated below.

(1) The **Grade** of product issued/defueled. Use the applicable grade code, “JPX” for recyclable jet fuel collected and pumped to a recycling system for processing, and “FOR” for Used Oil.

(2) The **Mode** of issue/defuel, i.e., TW for Tank Wagon, TT for Tank Truck, RC for Rail Car, PL for Pipeline, B for Barge, or RF for refueler/defueler returning product to bulk.

(3) The total **Gallons** issued/defueled from the base bulk for the report month.

(4) The **Number** of issues/defuels for the report month.

The following are examples of issue data:

Grade	Mode of Issue	Gallons	Number
JP8	Issues by Mobile Refueler	632,604	306
JP8	Issues by Direct Refueling System	542,619	263
JP8	Fillstand to Commercial Carrier	7825	1
MUR	Issues by Ground Fuel Truck	9,481	179
JPX	Issues of Recycled Jet Fuel	527	1
MUR	Issues at the Service Station	22,317	1116
LS2	Issues at the Service Station	21,444	825
LOX	Issues from Cryogenics	2,050	41
LN2	Issues from Cryogenics	1,750	35
N2 Gas	Issues of Gas to Cylinders	N/A	215

The following are examples of defuel data:

Grade	Mode of Defuel	Gallons	Number
JP8	Defuels by Mobile Defueler	37,329	13
JP8	Defuels by Direct Refueling System	22,841	7
MUR	Defuels by Ground Fuel Truck	550	1
FOR	Defuel/Collection of Used Oil by Truck	2,200	37
JPX	Defuel/Collection of Recyclable Jet Fuel by Truck	500	1

d. The **Type and Number of Aircraft Serviced (issues/defuels)**. Provide a table of the type of aircraft, basic model designation only, serviced (refueled/defueled) for the report month. Data reported should correlate with that reported in other sections of this report.

(1) Report the **Type of Aircraft**, i.e., the basic type/model, serviced. For instance, total F-14As and F-14Bs would be reported as F-14.

(2) By type/model report the **Number** of aircraft serviced.

(3) Total **Gallons** issued to the specific type/model.

(4) In terms of gallons issued, the **Range** of issues (maximum/minimum refuel for the report month) as may be applicable to the particular type aircraft.

(5) By type/mode; report the **Number** defueled.

(6) Total **Gallons** defueled from the specific type/model.

(7) In terms of gallons defueled, the **Range** of defuels (maximum/minimum defuel for the report month) as may be applicable to the particular type aircraft.

For example, the following would represent issues and defuel data by aircraft type.

Type AC	Number	Total Gallons Refueled	Min/Max Refuel	Number	Total Gallons Defuel	Min/Max Defuel
T-45	4	1,176	283/307	0	0	0/0
F-14	315	711,327	715/2,117	23	24,718	315/1,750
F-18	254	463,896	314/1,933	17	16,434	225/1,625
P-3	3	6,823	1,326/3,121	1	2,322	2,322/2,322
C-130	7	21,423	2,725/3,127	0	0	0/0
C-9	2	4,117	2,000/2,117	0	0	0/0
C-141	2	9,512	4,102/5,410	0	0	0/0
C-5	1	14,372	14,372/14,372	0	0	0/0
Total	588	1,232,646		41	43,474	

e. **Refueling Workload Increments**. Provide jet fuel services workload data (truck and direct refueling operations) by date and four-hour increments for the report month. Do not consolidate or report consolidated runs, i.e., several aircraft of the same type, model, and series reported as a single run/issue. Report individual aircraft run and issue data. Data may be reported under as many as four distinct categories, “**Cold Truck Refuels/Defuels**” whereby the fuel servicing unit moves to the aircraft, “**Hot Truck Refuels (by hose or pantograph)**” whereby the aircraft is taxied to the servicing truck, “**Cold Pit Refuels/Defuels**”, the aircraft is towed to a servicing pit, and “**Hot Pit Refuels**” where the aircraft is taxied to the servicing pit and refueled with engines running. Copy Attachment 1 as needed and entitle/complete a form for the category of services provided at the reporting base. The form(s) may be handwritten but must be legible.

f. **Fuels Automated System (FAS) Data Report**. Provide a supplementary end of month FAS summary for the report month (see Attachment 2). The FAS generated data will be used for comparative analysis.

g. **Quality Surveillance**. Report the number of samples drawn and processed by the contractor.

(1) **Visual Samples**. Bottle samples drawn from a source, visually inspected, and disposed of immediately, i.e., sumps, low points, or filter samples.

- (2) **Submitted Samples.** Bottle samples drawn and submitted to the fuel laboratory for analysis. Provide the number of tests for water, sediment, API gravity, flash point, FSII levels, and any other specific tests performed.
- (3) Samples via the **Field-Test Kit** for water and sediment (direct read and comparative analysis accomplished by operators during system and truck recirculation).
- (4) **Correlation Samples.** Report samples drawn and processed as well as drawn and shipped.

The following is an example of the quality surveillance information required regarding sampling and testing.

Quality Surveillance Sampling and Testing							
Samples Drawn ⁽¹⁾		Tests Performed ⁽²⁾					
		Visual	Particulate	AEL Water	API Gravity	Flash Point	FSII
JP5/8	240	240	60	60	60	12	12
MUR	10	10	2	2			
LS2	16	16	2	2			
JPX ⁽³⁾	1	1	1	1	1		
LOX ⁽⁴⁾	8	8	8				
Total Samples/Tests	275	275	73	65	61	12	12

(1) By grade, the total samples drawn for the report month.

(2) Tests most commonly performed on the various samples drawn. Report any other tests performed as a note to this section.

(3) Product downgraded to ground fuel and issued to yellow gear and vehicles.

(4) Report ABO sampling and analysis via an ABO analyzer as above and a note to this section.

Workload Data for _____								
Day ⁽¹⁾	Date	0000-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-2400	Total
	1							
	2							
	3							
	4							
	5							
	6							
	7							
	8							
	9							
	10							
	11							
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	22							
	23							
	24							
	25							
	26							
	27							
	28							
	29							
	30							
	31							
Weekdays ⁽²⁾								
Weekends/Holidays ⁽³⁾								
Total								

(1) Enter the day of the week corresponding to the date of the month.

(2) Enter weekday workload excluding holidays.

(3) Enter weekend and holiday workload.

Attachment 1

DAILY SUMMARY FROM 01/01/1999 TO 12/31/1999 (EXAMPLE)

TIME		RUNS	F/S	RESPONSE
0000-0100	914	0		0
0100-0200	593	0		0
0200-0300	407	0		0
0300-0400	421	0		2.00
0400-0500	328	0		0
0500-0600	494	0		5.00
0600-0700	345	0		10.00
0700-0800	671	1		0
0800-0900	729	0		76.75
0900-1000	933	1		47.00
1000-1100	1093	2		54.50
1100-1200	1523	2		23.60
1200-1300	1985	2		36.00
1300-1400	1758	1		19.55
1400-1500	1621	1		14.89
1500-1600	1415	0		159.00
1600-1700	1933	0		12.00
1700-1800	2114	0		8.67
1800-1900	1967	1		10.00
1900-2000	1339	0		0
2000-2100	1315	0		2.00
2100-2200	633	0		0
2200-2300	820	0		0
2300-2400	1549	0		0
TOTAL	26930	11		33.29
TRUCKS		HYDRANTS		
0-400	588	0-6000		22773
401-1800	2358	6000-16000		13
1801-2700	662	16000-26000		5
2701-3500	39	26000-36000		2
3501-	54	36000-		0
TRUCK DEFUELS		90		
HYD DEFUELS		426		
ALL DEFUELS		516		
TOTAL REFUELS		35877481.0		
TOTAL DEFUELS		367190.000		
NET		35510291.0		
AVERAGE GALLONS ISSUED		1335.13		
AVERAGE GALLONS DEFUELED		727.11		
TOTAL CANCELLATIONS		1069		

Attachment 2

VEHICLE IDENTIFICATION WORKSHEET

A. CONTRACT DATA

Contract Location	Contract Number	Contract Period

B. THE TRACTOR (PRIME MOVER)

Manufacture		Model	Model Year	Gas or Diesel?
Number of Axles	Gross GVWR	GVWR Front	GVWR 1st Rear	GVWR 2nd Rear
VIN		Contractor Control Number		License No. (if applicable)

C. THE CARGO TANK/REFUELER

Manufacture	Year Manufactured	Capacity	No. of Axles	GVWR
MC/DOT Specification	Date Certified	Certification No.		
VIN or Tank Serial No.	Contractor Number	License No. (if applicable)		

D. NOTES & ATTACHMENTS

Attach a copy of the cargo tank certification, vehicle weight certifications, equipment waivers and other documents as may be pertinent and applicable to the identification of the vehicle presented for inspection.

Contract Representative	Date
-------------------------	------

NAVPETOFF Equipment Control Form

EXHIBIT 1 **Jet Fuel Receipt Data and Trends**

Month	Gallons	Receipts	Month	Gallons	Receipts
Oct-99	3616788	15	Oct-00		
Nov-99	2165856	10	Nov-00		
Dec-99	1159788	7	Dec-00		
Jan-00	2839704	11	Jan-01		
Feb-00	2346624	11	Feb-01		
Mar-00	2985948	16	Mar-01		
Apr-00	2777418	15	Apr-01		
May-00	2199675	11	May-01		
Jun-00	4629784	20	Jun-01		
Jul-00	2535997	14	Jul-01		
Aug-00	3262792	15	Aug-01		
Sep-00	2999761	14	Sep-01		
Total	33520135	159	Total	0	0

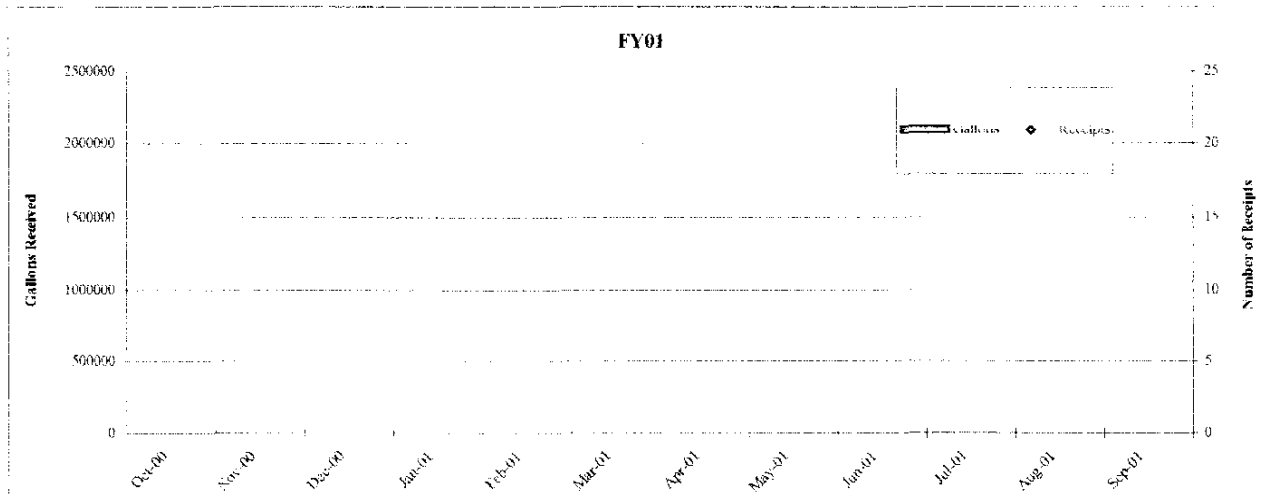
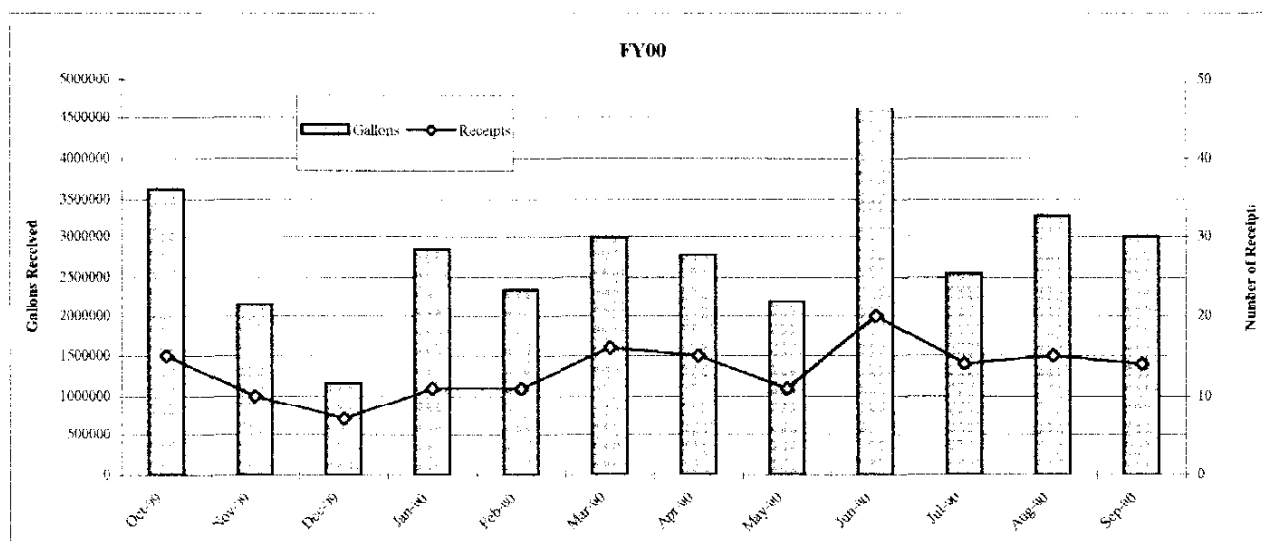


EXHIBIT 1 **Jet Fuel Receipt Data and Trends**

Month	Gallons	Receipts	Month	Gallons	Receipts
Oct-97	4801017	21	Oct-98	3494400	18
Nov-97	2819628	12	Nov-98	1716582	10
Dec-97	1246686	9	Dec-98	1282680	8
Jan-98	3020394	15	Jan-99	2626231	13
Feb-98	1987650	12	Feb-99	3144162	15
Mar-98	3397674	15	Mar-99	3150000	17
Apr-98	3252396	16	Apr-99	1810976	9
May-98	2471910	11	May-99	3007746	12
Jun-98	3148236	14	Jun-99	3663156	16
Jul-98	1957956	10	Jul-99	2064272	13
Aug-98	3119508	14	Aug-99	3722502	17
Sep-98	1424452	7	Sep-99	3740352	19
Total	32647507	156	Total	33423059	167

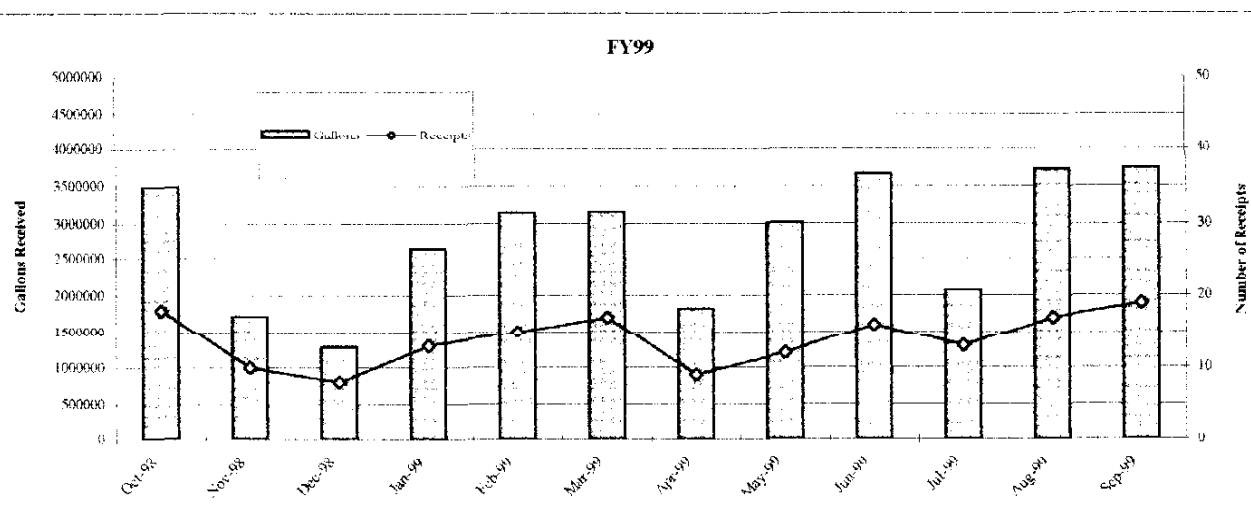
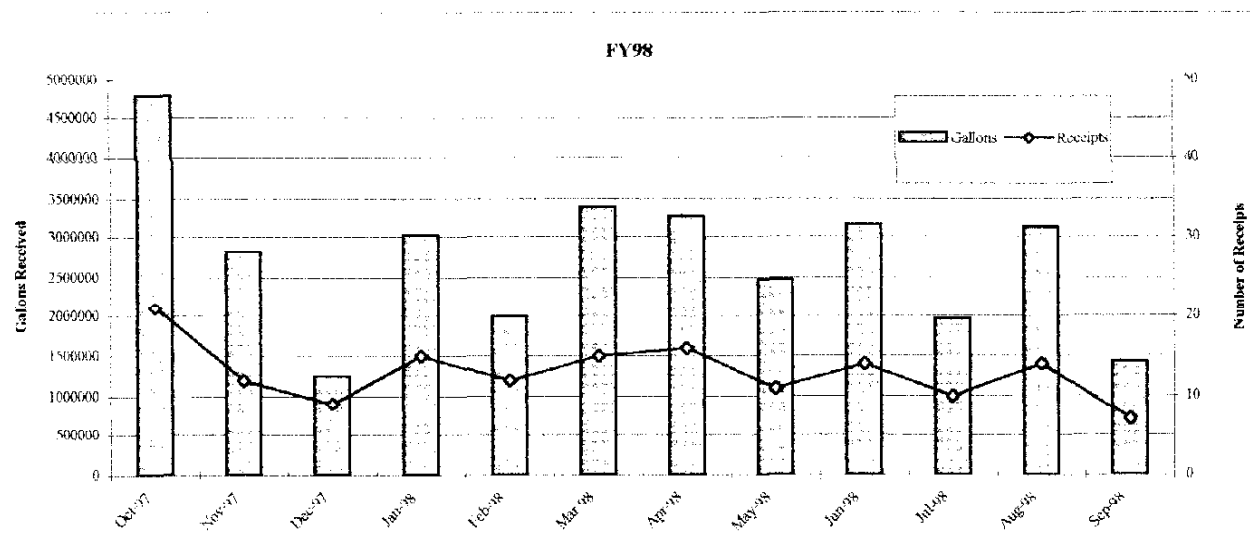


EXHIBIT 1 **Jet Fuel Receipt Data and Trends**

Month	Gallons	Receipts	Month	Gallons	Receipts
Oct-95	3368148	14	Oct-96	3910158	14
Nov-95	3760554	15	Nov-96	3391498	11
Dec-95	1503810	10	Dec-96	224564	9
Jan-96	2303112	16	Jan-97	1333512	15
Feb-96	1931080	14	Feb-97	1201881	13
Mar-96	2564082	13	Mar-97	4443348	14
Apr-96	4126458	17	Apr-97	3410875	17
May-96	3718764	18	May-97	1957579	9
Jun-96	441653	17	Jun-97	2199993	12
Jul-96	1730610	9	Jul-97	1259832	6
Aug-96	2455061	13	Aug-97	3521868	17
Sep-96	3356388	15	Sep-97	4093755	17
Total	31259720	171	Total	30948863	156

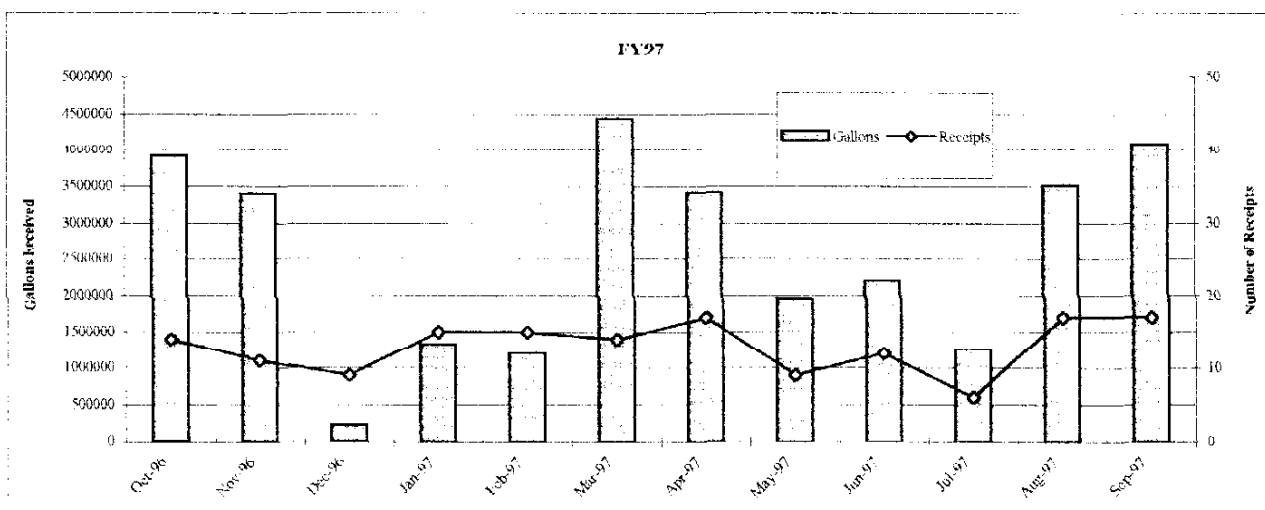
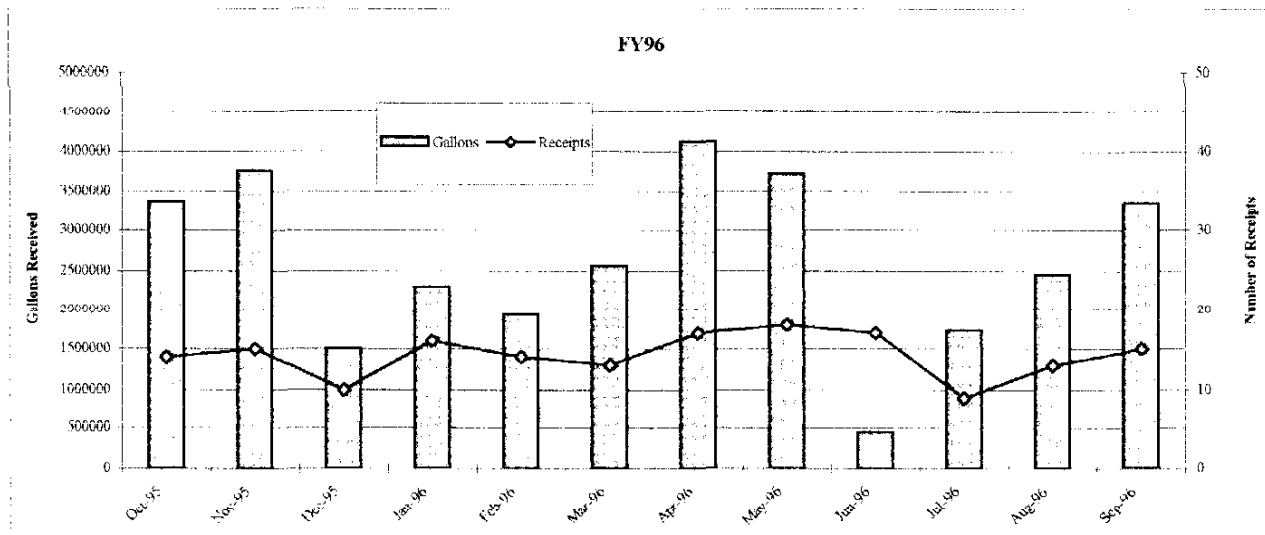


EXHIBIT 2
Jet Fuel Issue Data and Trends for NAS Fallon, NV
(All figures in gallons)

Month	FY96	FY97	FY98	FY99	FY00	FY01
October	3516580	4427390	3848235	3297179	2604769	
November	3441703	3194285	2119565	1792712	2191914	
December	1485086	2088239	1147051	1233181	1076034	
January	2383652	1501117	3278950	2957299	3228620	
February	2256661	2970884	1857488	2959046	2008549	
March	2391733	3975056	3687846	3209965	3313280	
April	4240491	3520039	3180135	3089539	2862536	
May	3683385	2048717	2534158	3612367	2482281	
June	4307500	2258536	3193978	3126772	4219834	
July	11729075	930273	1719290	1995054	2768019	
August	2919854	4085844	3064744	3970298	3002566	
September	2787448	4322839	1713903	4099069	3152858	
Total	45143168	35323219	31345343	35342481	32911258	0

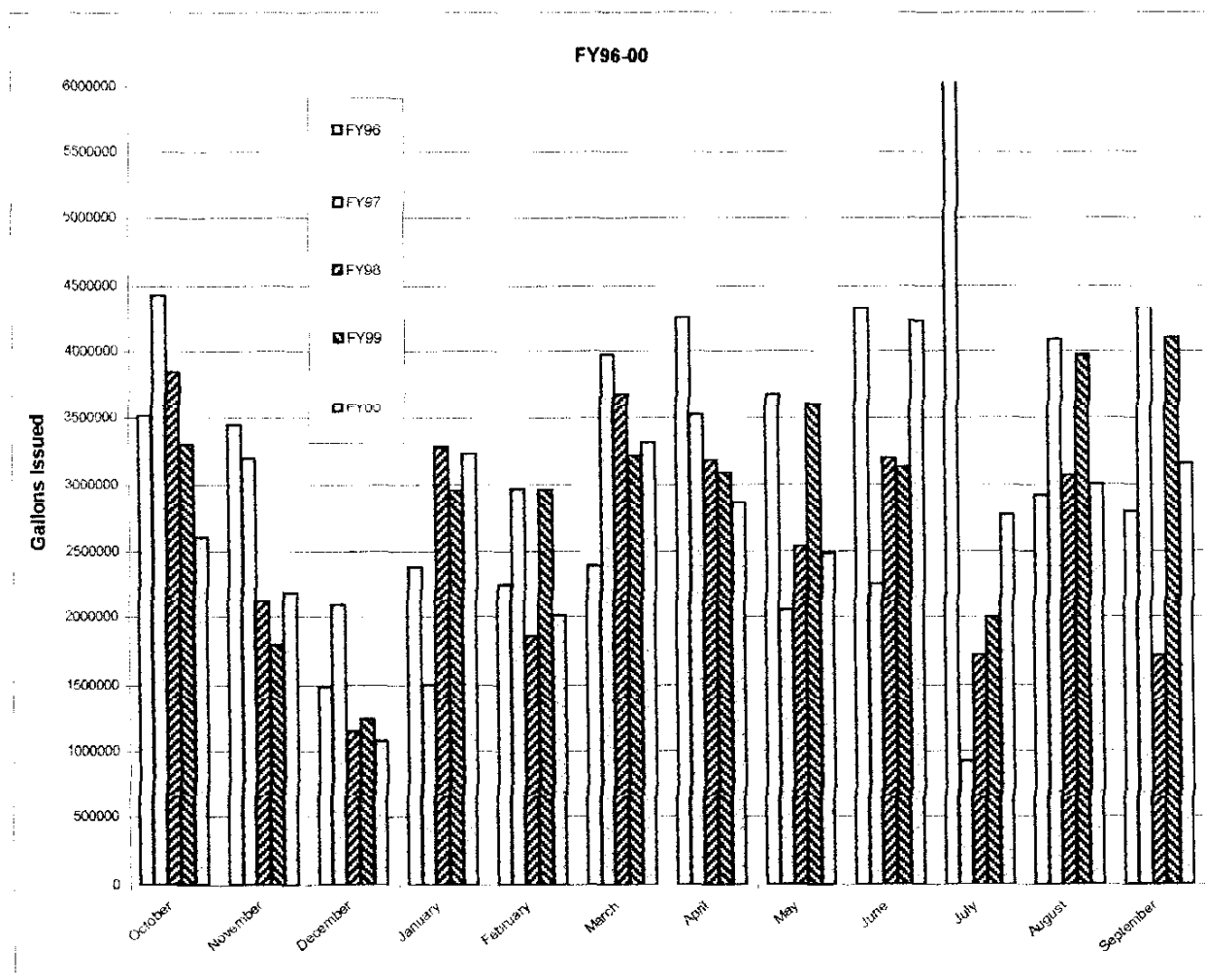


EXHIBIT 3
Fuel Services Workload Data
 Fiscal year 1999

Month	TrkWklys	PitWklys	TrkWknds	PitWknds	TotalTruck	TotalPit	Total
Oct-98							
Nov-98							
Dec-98							
Jan-99	2419	347	41	8	2807	355	3162
Feb-99	2023	439	78	15	2540	454	2994
Mar-99	2169	732	91	15	2992	747	3739
Apr-99	2090	585	113	41	2788	626	3414
May-99	3071	288	142	0	3501	288	3789
Jun-99	2841	185	183	9	3209	194	3403
Jul-99	1449	376	97	0	1922	376	2298
Aug-99	2435	907	238	4	3580	911	4491
Sep-99	2950	470	155	16	3575	486	4061
Year Total	21447	4329	1138	108	26914	4437	31351

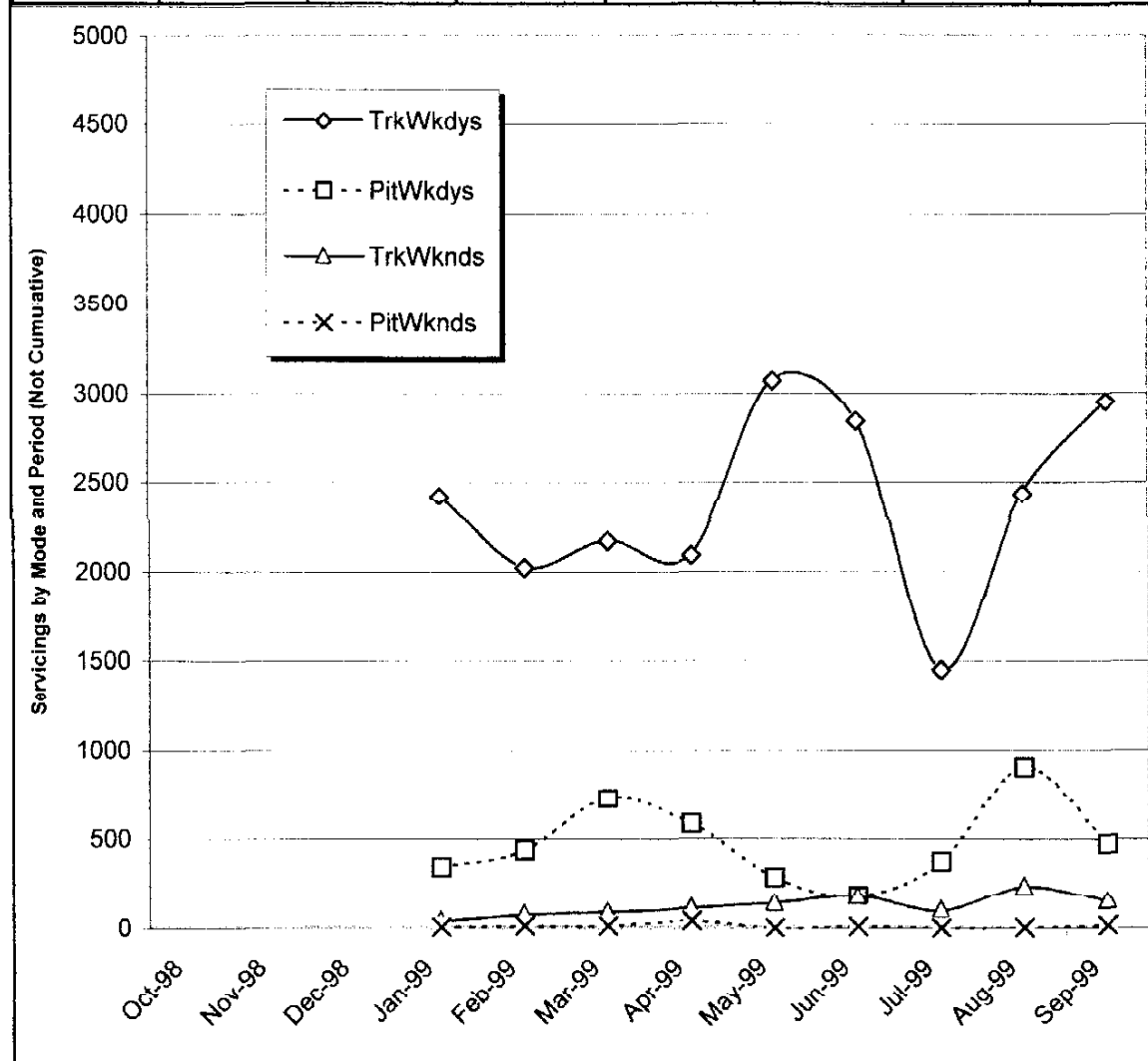


EXHIBIT 4
Fuel Services Workload Data
 Fiscal Year 2000

Month	TrkWkdys	PitWkdys	TrkWknds	PitWknds	TotalTruck	TotalPit	Total
Oct-99	1856	469	141	12	1997	481	2478
Nov-99	1756	142	106	0	1862	142	2004
Dec-99	926	18	84	0	1010	18	1028
Jan-00	2023	566	220	66	2243	632	2875
Feb-00	1767	157	116	2	1883	159	2042
Mar-00	2164	574	179	15	2343	589	2932
Apr-00	2143	361	110	26	2253	387	2640
May-00	1935	256	114	34	2049	290	2339
Jun-00	2733	660	170	10	2903	670	3573
Jul-00	2241	92	124	8	2365	100	2465
Aug-00	1896	234	133	1	2029	235	2264
Sep-00	2182	93	115	23	2297	116	2413
Year Total	23622	3622	1612	197	25234	3819	29053

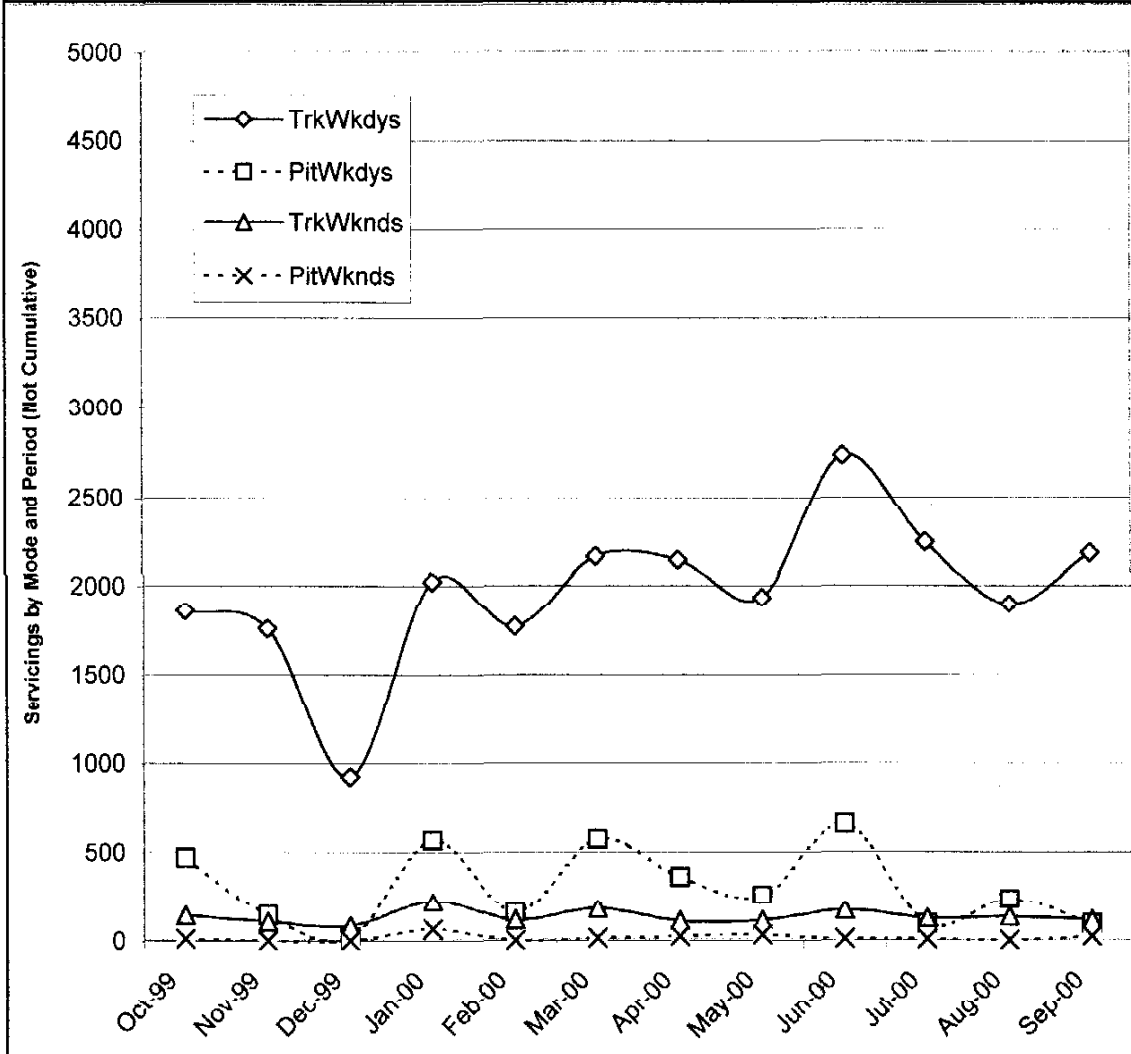


EXHIBIT 4a
Fuel Services Workload Data
 Fiscal Year 2000

Month	TrkWklys	PitWklys	TrkWknds	PitWknds	TotalTruck	TotalPit	Total
Oct-99	1465	324	100	12	1565	336	1901
Nov-99	1675	419	89	30	1764	449	2213
Dec-99	1149	422	58	0	1207	422	1629
Jan-00	1716	30	58	3	1774	33	1807
Feb-00	1788	93	39	0	1827	93	1920
Mar-00	2279	548	97	8	2376	556	2932
Apr-00					0	0	0
May-00					0	0	0
Jun-00					0	0	0
Jul-00					0	0	0
Aug-00					0	0	0
Sep-00					0	0	0
Year Total	10072	1836	441	53	10513	1889	12402

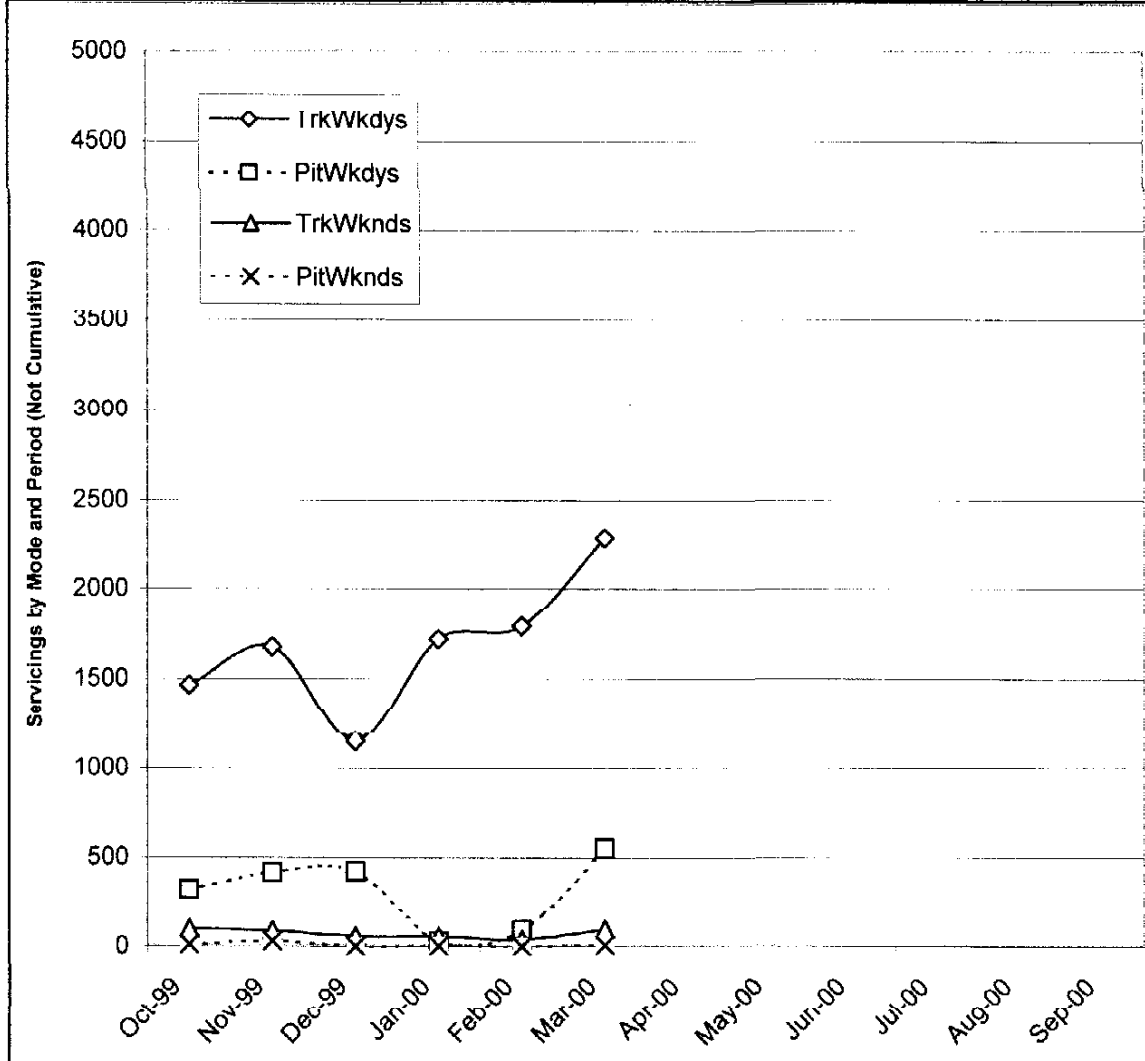


EXHIBIT 5
Truck/Pit Workload Data Weekdays
NAS Fallon, NV

	0000-0400			0400-0800			0800-1200			1200-1600			1600-2000			2000-0000		
Month	Trucks	Pits	Total	Trucks	Pits	Total	Trucks	Pits	Total	Trucks	Pits	Total	Trucks	Pits	Total	Trucks	Pits	Total
Oct-98																		
Nov-98																		
Dec-98																		
Jan-99	99	0	99	80	21	101	605	105	710	709	123	832	605	62	667	321	36	357
Feb-99	113	0	113	48	0	48	507	152	659	631	169	800	474	89	563	250	29	279
Mar-99	108	0	108	44	0	44	545	235	780	634	276	910	545	143	688	293	78	371
Apr-99	84	0	84	47	0	47	574	160	734	504	235	739	618	87	705	265	103	368
May-99	182	0	182	65	0	65	671	89	760	901	105	1006	791	78	869	461	16	477
Jun-99	98	0	98	126	0	126	753	61	814	748	71	819	678	30	708	438	23	461
Jul-99	59	0	59	48	23	71	362	114	476	425	133	558	362	67	429	193	39	232
Aug-99	100	0	100	80	56	136	609	274	883	713	321	1034	609	162	771	324	94	418
Sep-99	121	0	121	97	29	126	738	142	880	864	166	1030	738	84	822	392	49	441
Oct-99	81	0	81	96	176	272	336	84	420	579	111	690	469	54	523	295	44	339
Nov-99	19	0	19	65	0	65	509	78	587	559	36	595	448	23	471	156	5	161
Dec-99	8	0	8	53	0	53	294	5	299	348	8	356	160	5	165	63	0	63
Jan-00	74	1	75	125	8	133	396	145	541	565	118	683	597	50	647	266	244	510
Feb-00	38	0	38	74	4	78	437	16	453	493	13	506	477	33	510	248	91	339
Mar-00	131	0	131	96	0	96	562	89	651	550	103	653	534	55	589	291	327	618
Apr-00	49	0	49	123	6	131	593	77	670	602	138	740	513	70	583	263	62	325
May-00	9	0	9	92	0	92	558	38	596	589	44	633	497	39	536	190	135	325
Jun-00	216	37	253	113	20	133	756	73	829	695	204	899	599	169	768	354	157	511
Jul-00	151	0	151	69	1	70	510	18	528	618	45	663	545	18	563	348	10	358
Aug-00	69	0	69	109	108	217	647	42	689	251	45	296	555	13	568	265	26	291
Sep-00	113	0	113	160	3	163	583	33	616	228	40	268	765	16	781	333	1	334
Oct-00	64	0	64	90	0	90	469	97	566	189	122	311	430	41	471	223	64	287
Nov-00	82	0	82	137	2	139	555	81	636	221	167	388	504	79	583	176	90	266
Dec-00	62	0	62	97	0	97	392	104	496	162	198	360	289	44	333	147	76	223
Jan-01	25	0	25	80	0	80	223	6	229	561	14	575	506	9	515	321	1	322
Feb-01	47	0	47	72	0	72	416	27	443	507	22	529	493	5	498	253	39	292
Mar-01	180	1	181	114	0	114	508	117	625	621	143	764	504	67	571	352	220	572
Apr-01																		
May-01																		
Jun-01																		
Jul-01																		
Aug-01																		
Sep-01																		

EXHIBIT 5 **Truck/Pit Workload Data and Trends, 0000-0400 Weekdays** *By Month, Jan 99 thru Mar 01*

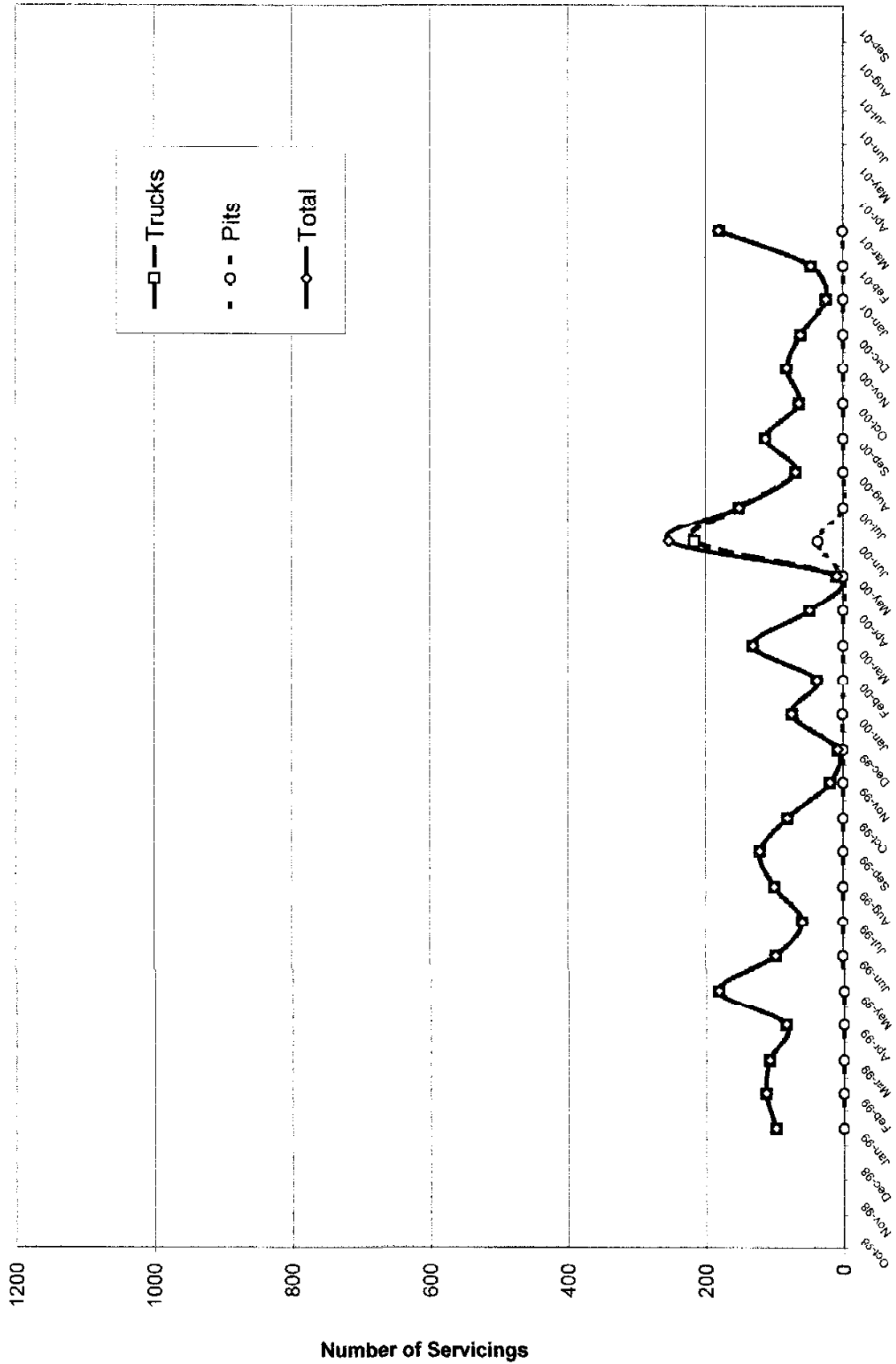


EXHIBIT 5 **Truck/Pit Workload Data and Trends, 0400-0800 Weekdays** *By Month, Jan 99 thru Mar 01*

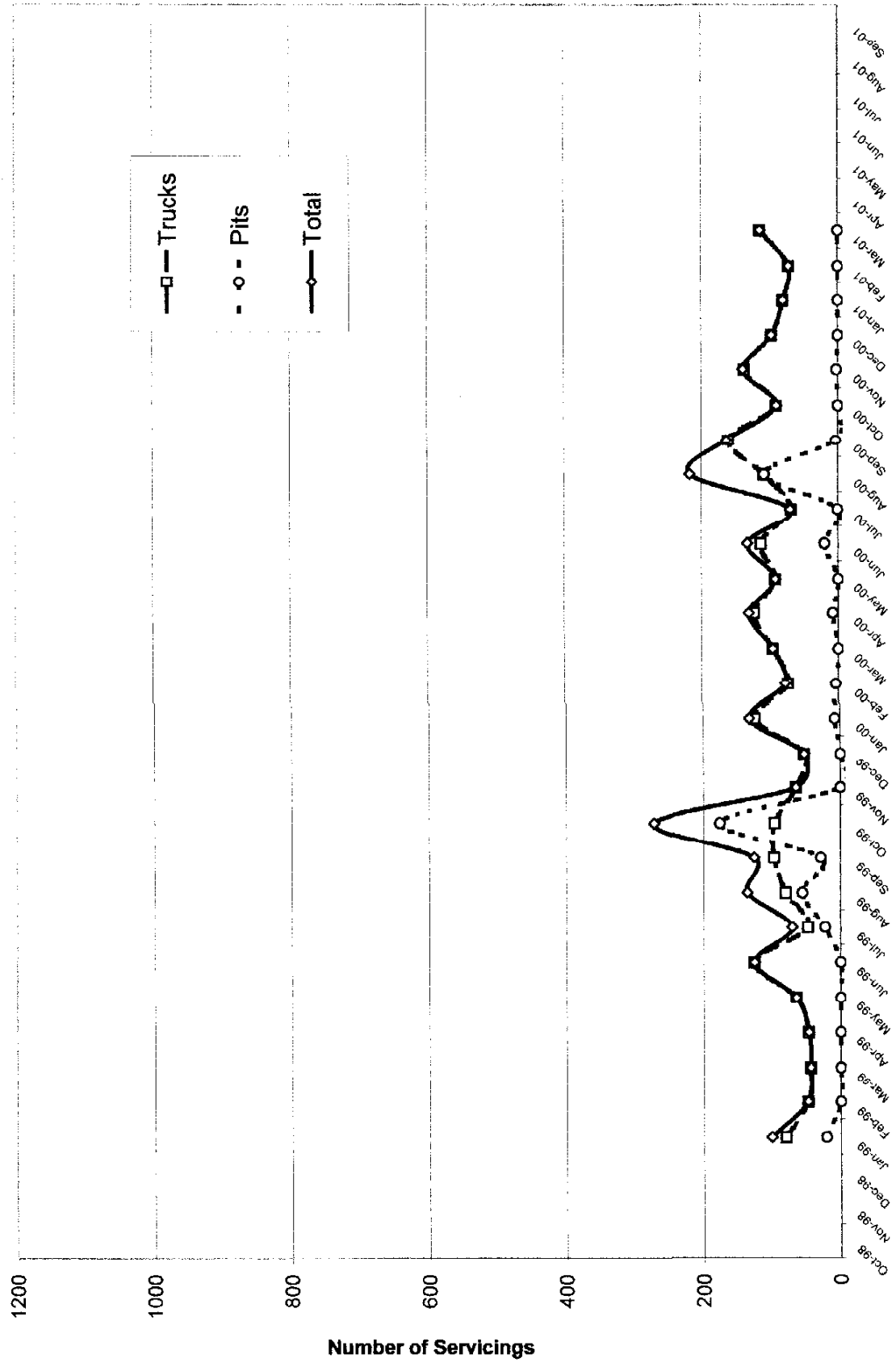


EXHIBIT 5 **Truck/Pit Workload Data and Trends, 0800-1200 Weekdays** *By Month, Jan 99 thru Mar 01*

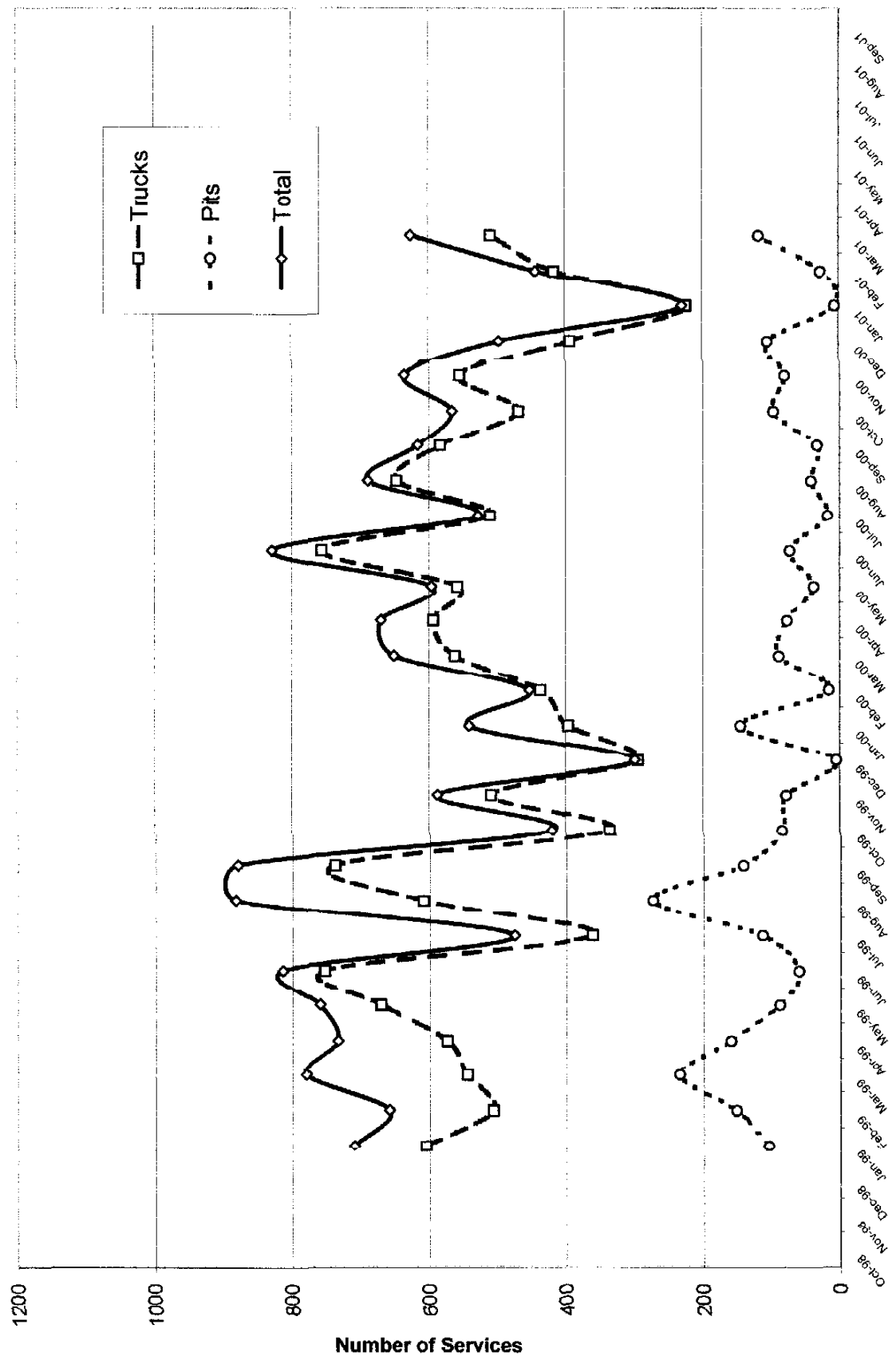


EXHIBIT 5
Truck/Pit Workload Data and Trends, 1200-1600 Weekdays
By Month Jan 99 thru Mar 01

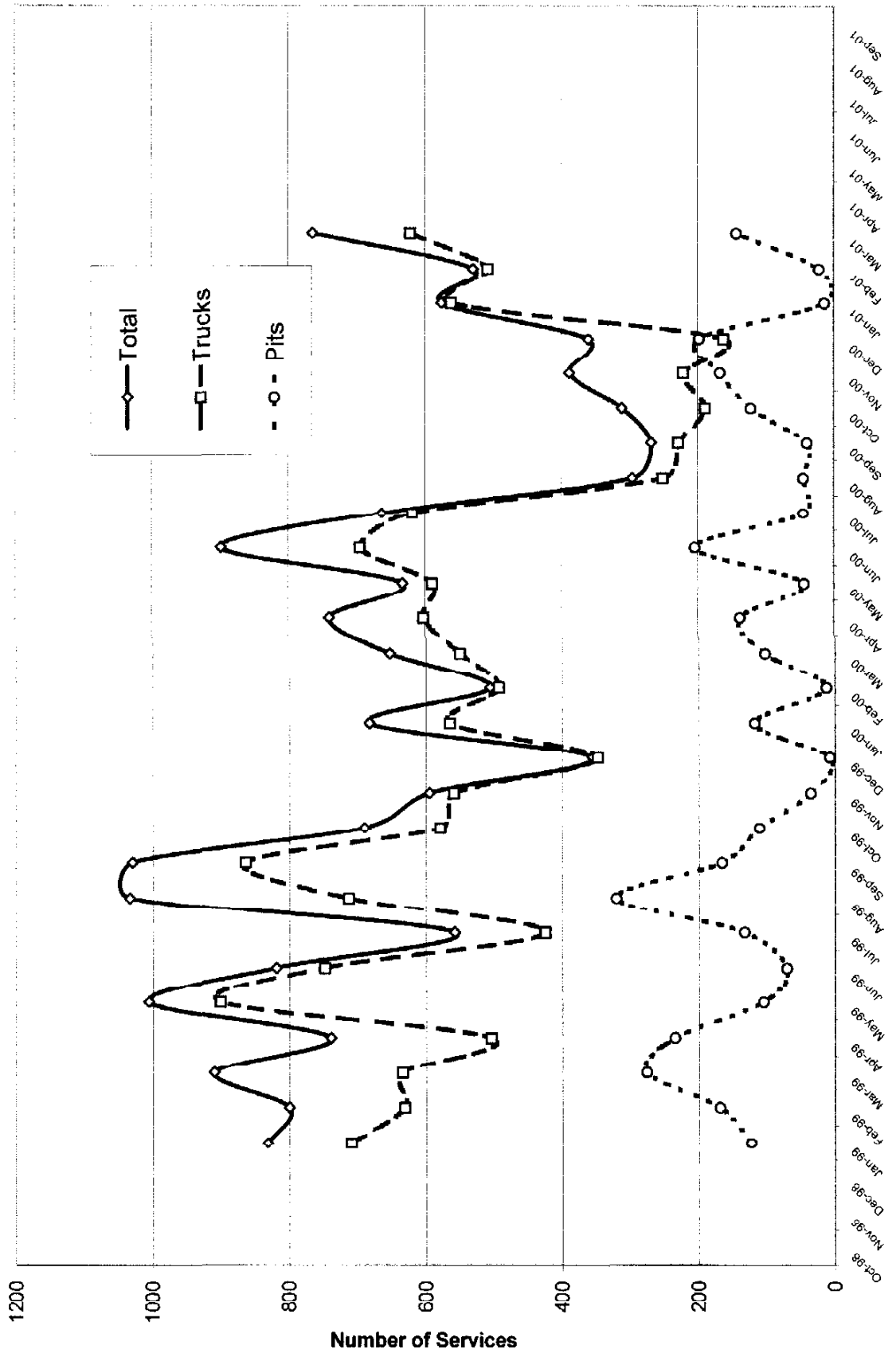


EXHIBIT 5 **Truck/Pit Workload Data and Trends, 1600-2000 Weekdays** *By Month, Jan 99 thru Mar 01*

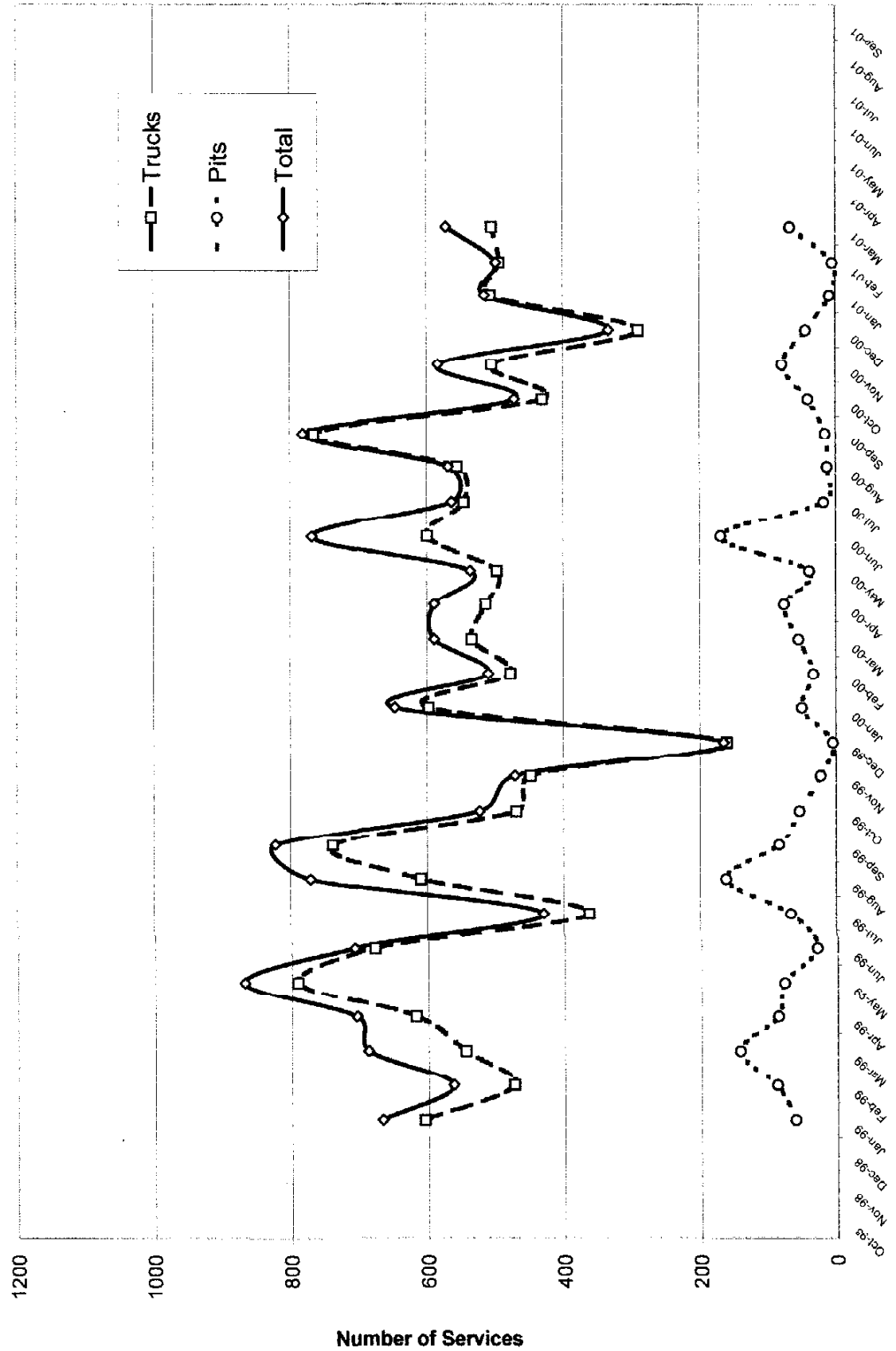


EXHIBIT 5 **Truck/Pit Workload Data and Trends, 2000-0000 Weekdays** *By Month, Jan 99 thru Mar 01*

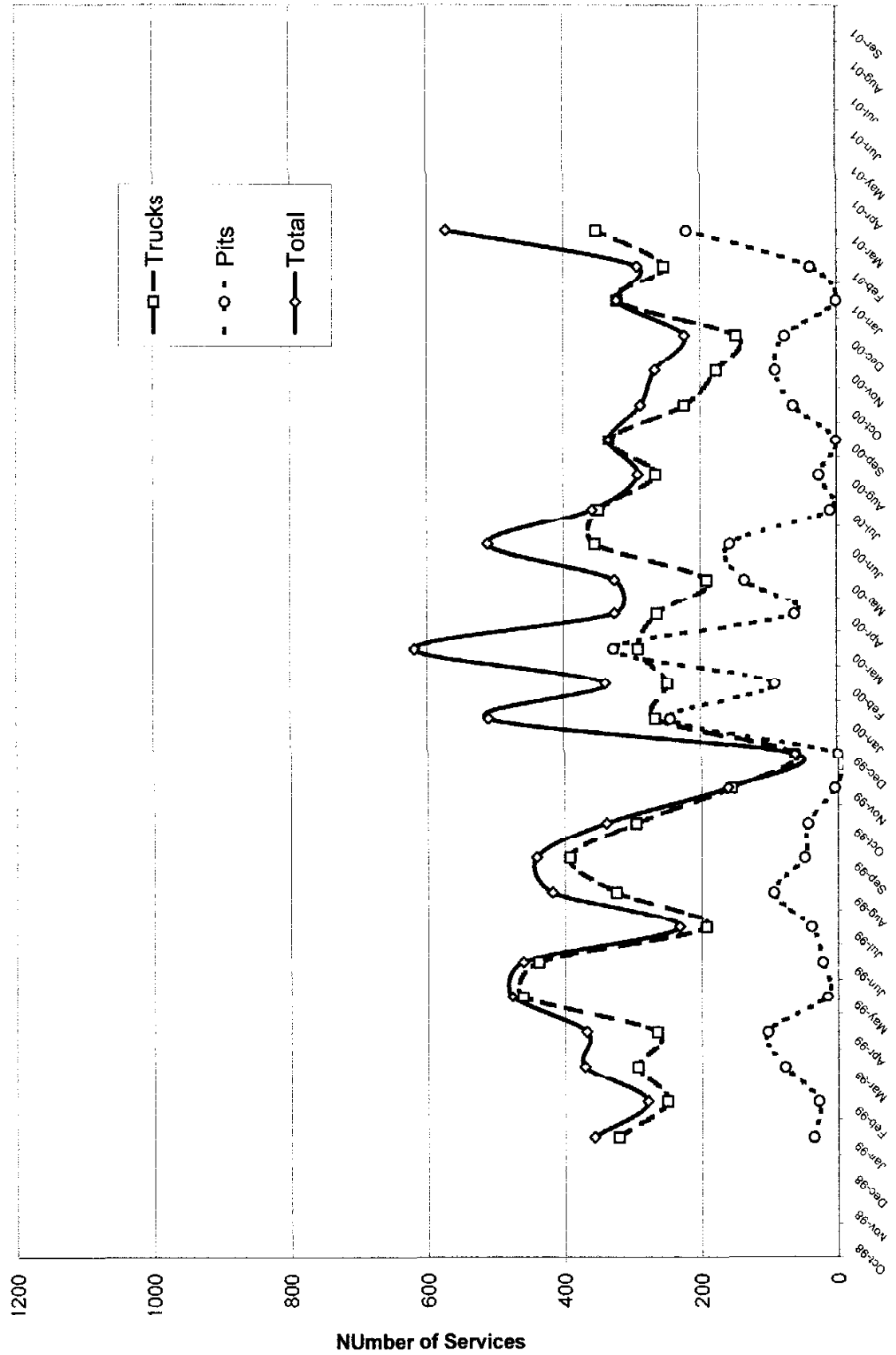


EXHIBIT 5
Truck/Pit Workload Data Weekends
NAS Fallon, NV

	0000-0400			0400-0800			0800-1200			1200-1600			1600-2000			2000-0000		
Month	Trucks	Pits	Total	Trucks	Pits	Total	Trucks	Pits	Total	Trucks	Pits	Total	Trucks	Pits	Total	Trucks	Pits	Total
Oct-98																		
Nov-98																		
Dec-98																		
Jan-99	8	0	8	4	0	4	5	4	9	13	4	17	10	0	10	1	0	1
Feb-99	25	0	25	6	0	6	13	6	19	34	6	40	0	0	0	0	3	3
Mar-99	40	0	40	3	0	3	17	0	17	11	7	18	20	8	28	0	0	0
Apr-99	26	0	26	17	0	17	17	15	32	30	16	46	22	10	32	1	0	1
May-99	46	0	46	13	0	13	14	0	14	34	0	34	28	0	28	7	0	7
Jun-99	26	0	26	10	0	10	7	0	7	59	0	59	55	9	64	26	0	26
Jul-99	20	0	20	10	0	10	11	0	11	30	0	30	23	0	23	3	0	3
Aug-99	48	0	48	24	0	24	27	4	31	74	0	74	56	0	56	9	0	9
Sep-99	31	0	31	16	0	16	18	8	26	48	8	56	36	0	36	6	0	6
Oct-99	17	0	17	16	0	16	13	11	24	30	1	31	65	0	65	0	0	0
Nov-99	7	0	7	13	0	13	9	0	9	55	0	55	22	0	22	0	0	0
Dec-99	2	0	2	16	0	16	18	0	18	40	0	40	8	0	8	0	0	0
Jan-00	26	0	26	15	2	17	33	9	42	92	40	132	51	15	66	3	0	3
Feb-00	1	0	1	11	0	11	23	0	23	38	1	39	43	1	44	0	0	0
Mar-00	23	0	23	6	0	6	5	7	12	57	8	65	53	0	53	35	0	35
Apr-00	8	0	8	36	0	36	11	4	15	35	10	45	20	12	32	0	0	0
May-00	3	0	3	8	0	8	11	15	26	44	19	63	48	0	48	0	0	0
Jun-00	22	0	22	31	4	35	23	0	23	34	1	35	60	5	65	0	0	0
Jul-00	22	0	22	21	0	21	6	0	6	5	6	11	70	2	72	0	0	0
Aug-00	10	0	10	9	0	9	78	0	78	14	0	14	22	1	23	0	0	0
Sep-00	17	0	17	18	0	18	15	15	30	8	8	16	57	0	57	0	0	0
Oct-00	44	0	44	12	0	12	1	0	1	22	8	30	21	4	25	0	0	0
Nov-00	0	0	0	31	0	31	12	2	14	23	24	47	23	4	27	0	0	0
Dec-00	23	0	23	10	0	10	5	0	5	5	0	5	15	0	15	0	0	0
Jan-01	0	0	0	1	3	4	12	0	12	29	0	29	16	0	16	0	0	0
Feb-01	15	0	15	6	0	6	6	0	6	11	0	11	2	0	2	0	0	0
Mar-01	28	0	28	5	0	5	6	3	9	26	1	27	31	1	32	1	0	1
Apr-01																		
May-01																		
Jun-01																		
Jul-01																		
Aug-01																		
Sep-01																		

EXHIBIT 5 **Truck/Pit Workload Data and Trends, 0000-0400 Weekends** *By Month, Jan 99 thru Mar 01*

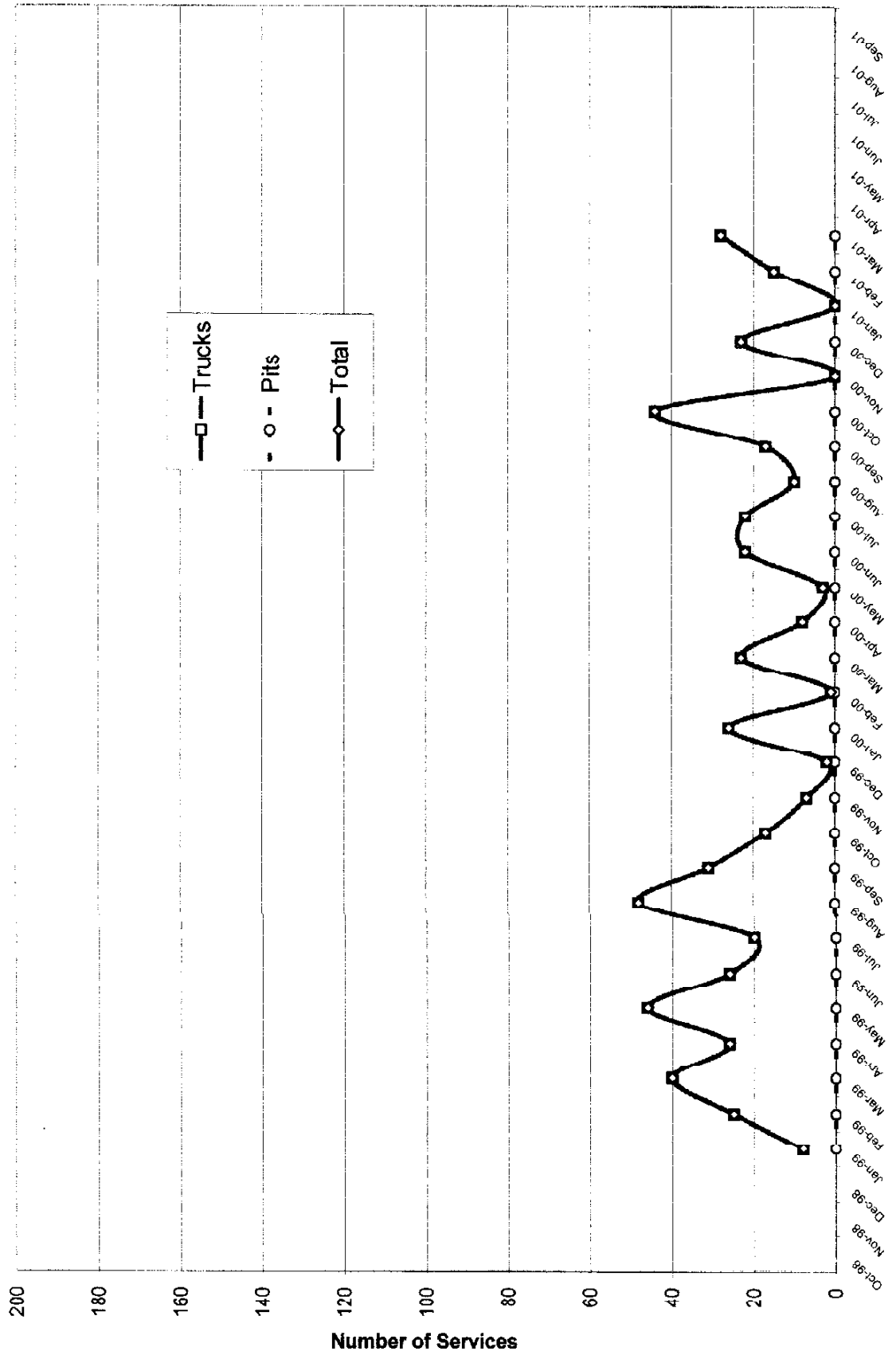


EXHIBIT 5 **Truck/Pit Workload Data and Trends, 0400-0800 Weekends** *By Month, Jan 99 thru Mar 01*

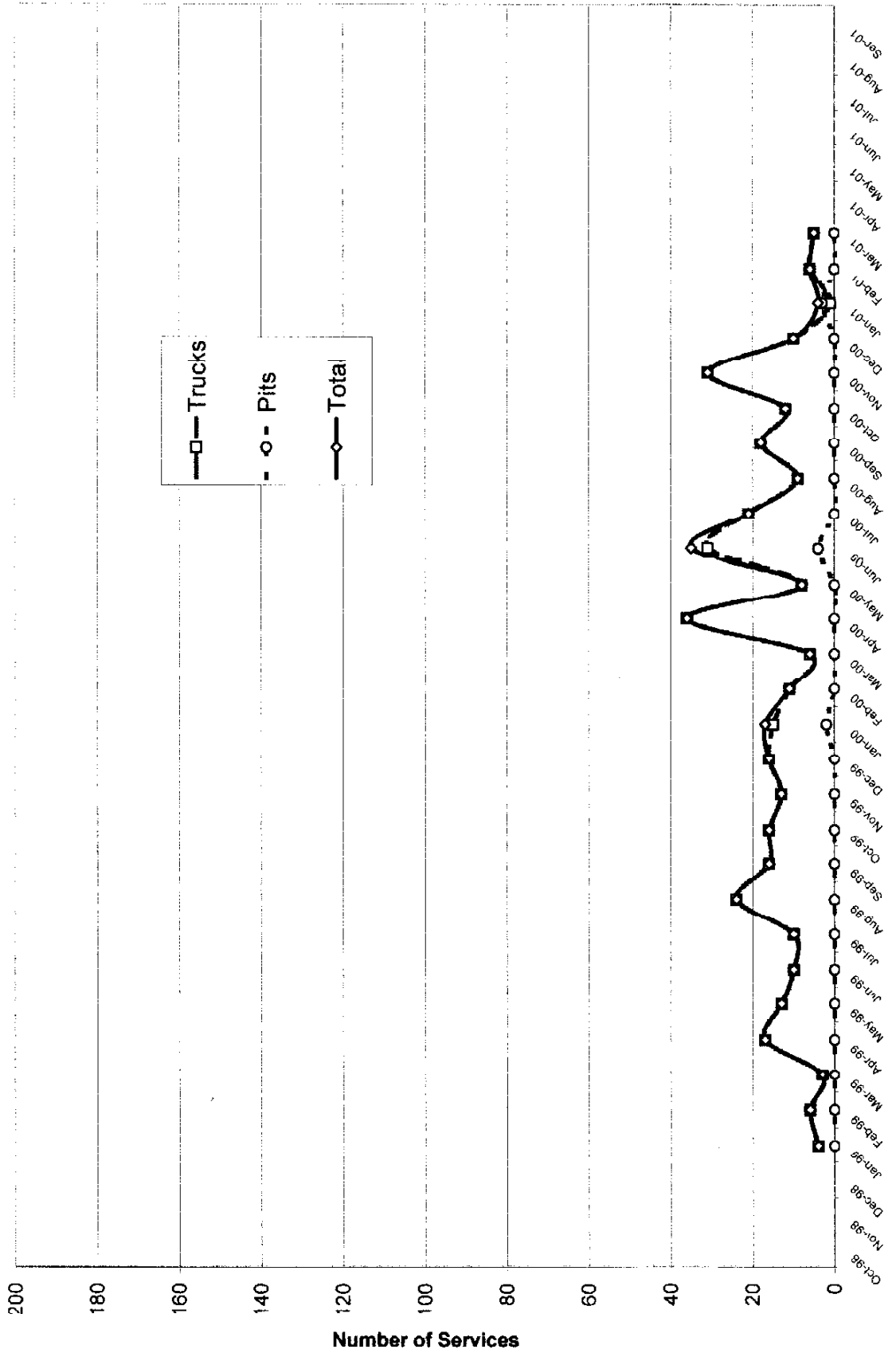


EXHIBIT 5 **Truck/Pit Workload Data and Trends. 0800-1200 Weekends** *By Month, Jan 99 thru Mar 01*

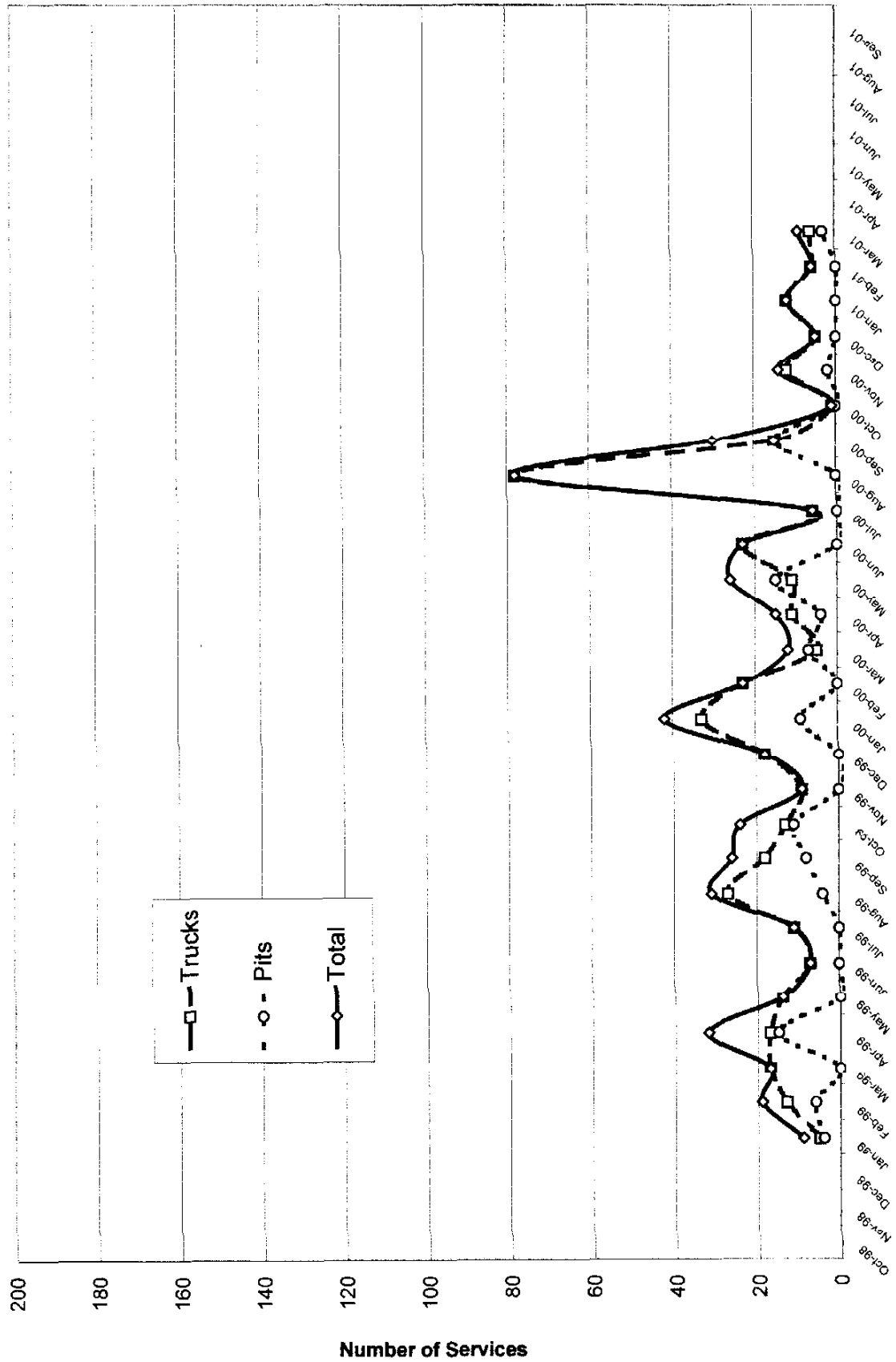


EXHIBIT 5
Truck/Pit Workload Data and Trends, 1200-1600 Weekends
By Month, Jan 99 thru Mar 01

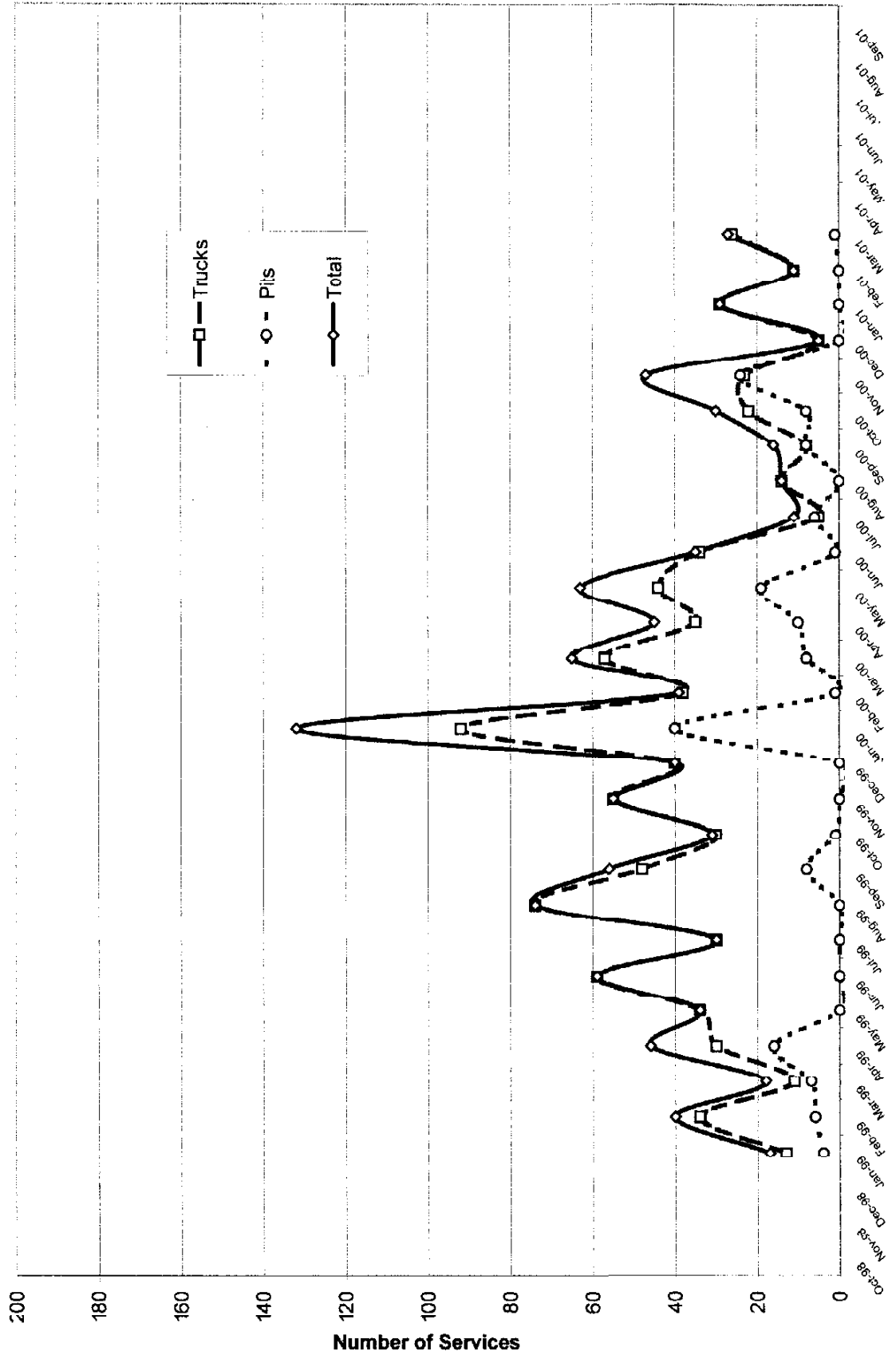


EXHIBIT 5 **Truck/Pit Workload Data and Trends, 1600-2000 Weekends** *By Month, Jan 99 thru Mar 01*

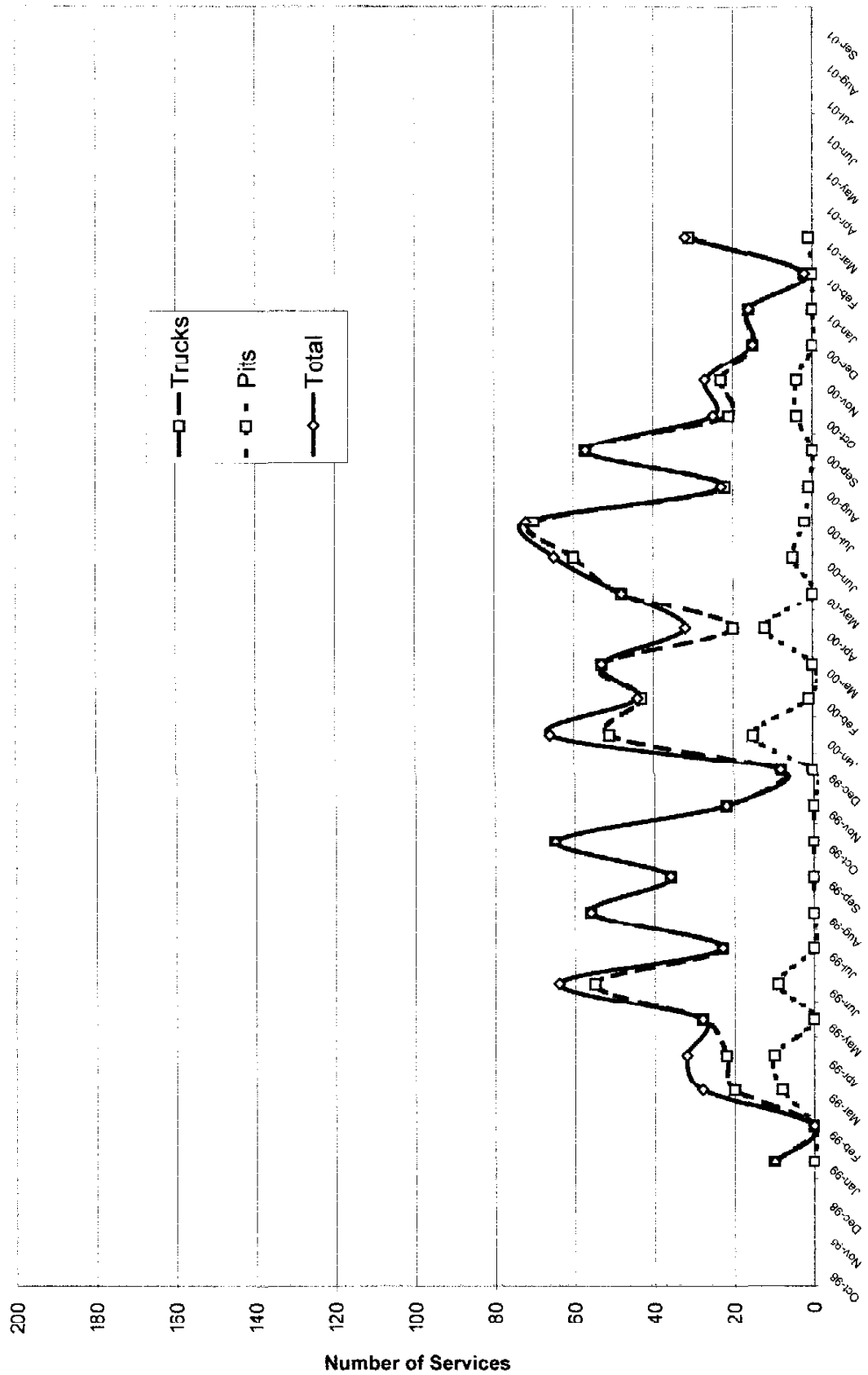


EXHIBIT 5 **Truck/Pit Workload Data and Trends, 2000-0000 Weekends** *By Month, Jun 99 thru Mar 01*

